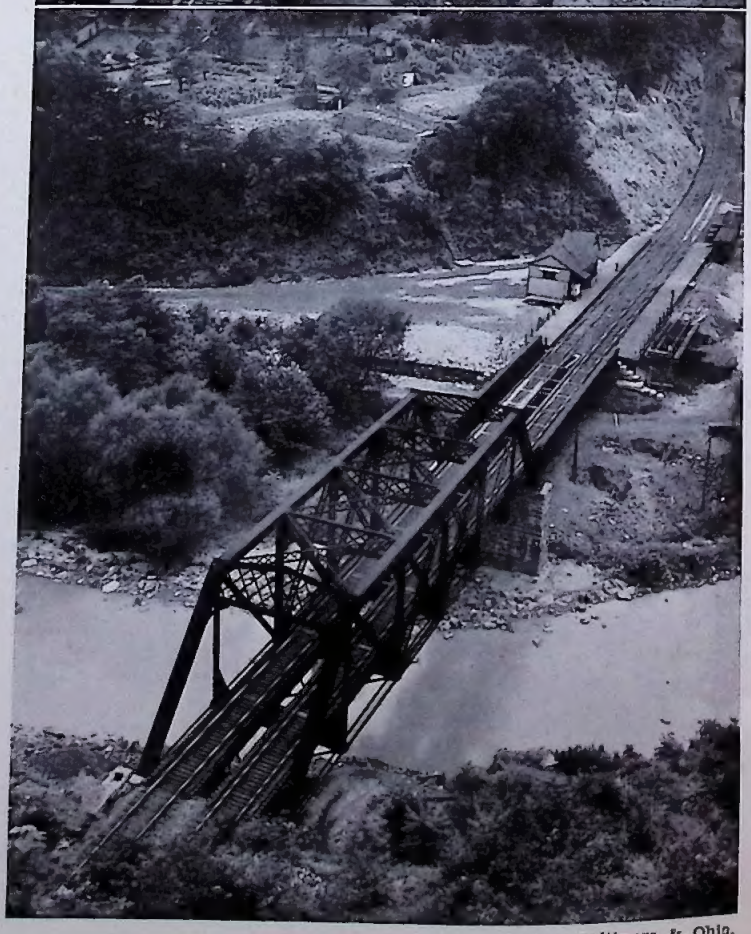
Trains

MAY

25¢



Maryland scene.

This is Ilchester station and bridge on the Baltimore & Ohio's freight line, the old main line from Baltimore to Point of Rock. Ilchester, on the Patapsco River, is near Ellicott City and Relay. The lower photograph illustrates very well the difference between the original alinements of the railroads of this country and their present high-speed routes, for the embankment in the middle distance carried the original rails of the B&O around sharp curves following each bend in the river. The new line, by means of extensive use of bridges and tunnels to reduce curvature, cuts down the long-time cost of the operation of the railroad.

Courtesy Baltimore & Ohio.

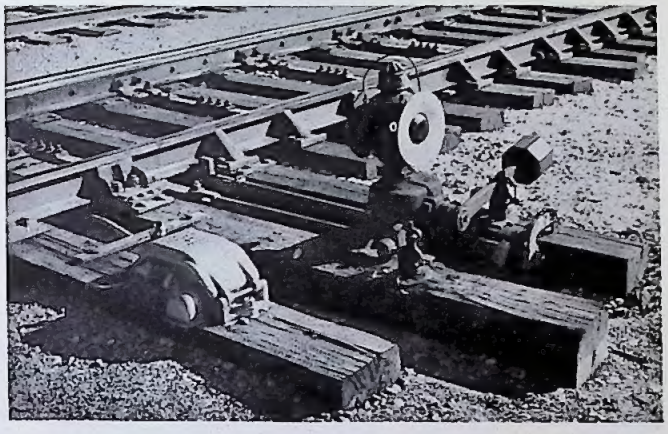
Waybills

In the April issue of TRAINS announcement was made of a plan for buying part of the Bridgton & Harrison Ry., a two-foot gauge line in Maine. The plan was to purchase representative equipment and rail and fastenings for perhaps a mile of track, this to be operated by and for railfans. Since then it has developed that the town of Bridgton is willing to sell its majority control of B&H stock for somewhat less than $15,000. The railfan group wishes if possible to acquire this stock control and to continue regular operation of the road. Thus would be fulfilled a long-standing ambition of many plain, ordinary citizens to become a part in the operation of a real honest-to-goodness railroad line. Quick action is necessary. Single shares are available at $5, but it seems only fair that if a person is both enthusiastic about the plan and financially able he take as many shares as possible. Those interested can communicate direct with Edgar T. Mead, Box 893, Williamstown, Mass. Complete details and a map of the road are in TRAINS for April.

Fred B. Fay of Worcester, Mass., points out that the New Haven locomotive on the inside front cover of the March issue of TRAINS is a three-cylinder engine, accounting for the apparently small size of cylinders for its high tractive power.

Materials from approximately 120 manufacturing plants go into the construction of a standard steam locomotive. That's another way the railroads are helping the industry of the nation.

A. C. K.



Trains

Editors: A. C. Kalmbach, Linn H. Westcott, Willard V. Anderson

Vol. 1 May, 1941 No. 7

Features

RAILROAD VACATIONS 4
By William Moedinger Jr.

GONE FROM OUR TOWN 18
By Vincent Edwards.

FAST FREIGHT LINE 20
By E. L. Thompson.

ILLINOIS CENTRAL PORTFOLIO 36

SP CAB-IN-FRONT 41
By Gil Reid.

NORFOLK & WESTERN'S SPRING CLEANING 42

GROUCHO, HARPO & RIO CHICO RR. 44

LETTERS 48

THE MONTH 50

also Photographs and Miscellany.

Cover and masthead photos by Linn H. Westcott.

TRAINS (title registered as a trade mark in the United States Patent Office) is published monthly by Kalmbach Publishing Co., 1568 W. Pierce St., Milwaukee, Wis., U. S. A.

Entered as second-class matter Oct. 11, 1940, at the post office at Milwaukee, Wis.

Subscription Rates: Per year in U. S., Central and South America, $2.50 Single copies 25 cents. In other countries, $3.00 per year; single copies 30 cents.

The first issue of TRAINS was for November, 1940. All back copies available at 25 cents each.

R. V. Nixon, 319 N. 3rd St., Livingston, Mont.

The shining rails lead to all parts of our country; somewhere along their 235,000 miles is your ideal vacation.

From the top of Southern Railway's Chattanooga coaling bunker.

Chattanooga, Tenn., with its 120,000 population, is a bustling center of railroad transportation located on a bend of the Tennessee River just above the gap which carries the river through one of the western ridges of the Appalachians. Chattanooga is best known for its scenery and Civil War history. Lookout Mountain is practically within the city and is scaled by a cable railway. Chattanooga is the crossroads of important rail routes between New York and Birmingham and Chicago and Florida.

Railroad Vacations

★ Suggestions for your Summer trip; choice routes for scenic and rail interest.

*By William Moedinger Jr.**

WITH Spring comes the wanderlust. Now's the time to pore over the *Official Guide,* planning vacation trips over this country's 235,000 miles of railroad. The grand circle trip at $90 coach or $135 first class fare will take you from coast to coast and back again for a grand perspective. Or an entire vacation can be spent exploring in detail a selected area of scenic and railroad interest such as the Pennsylvania mountains or the spider web of lines around Chicago.

Railroad transportation for a vacation is especially economical if one takes advantage of the short line fares over optional routes and of the free side trips offered by many lines to reach cities on competitive routes. Greatest bargain routeing, except for the nationwide circle tours mentioned above, is the Western circle, by which all Western roads compete for business between the Midwest and San Francisco on the basis of the fare via the shortest route. For instance, from Chicago to San Francisco the round trip coach fare is $65. This applies not only directly, but over dozens and dozens of more or less roundabout routes, such as going via New Orleans and Los Angeles and returning via Seattle and the Rockies of the United States (or only $5 additional for return via the Canadian Rockies). Much the same applies in the East. Between Chicago and New York the same fare applies either direct or via Washington and Baltimore, and since New York Central through New York tickets are honored on B&O and Pennsy, one can go one way and return the other at round trip fares.

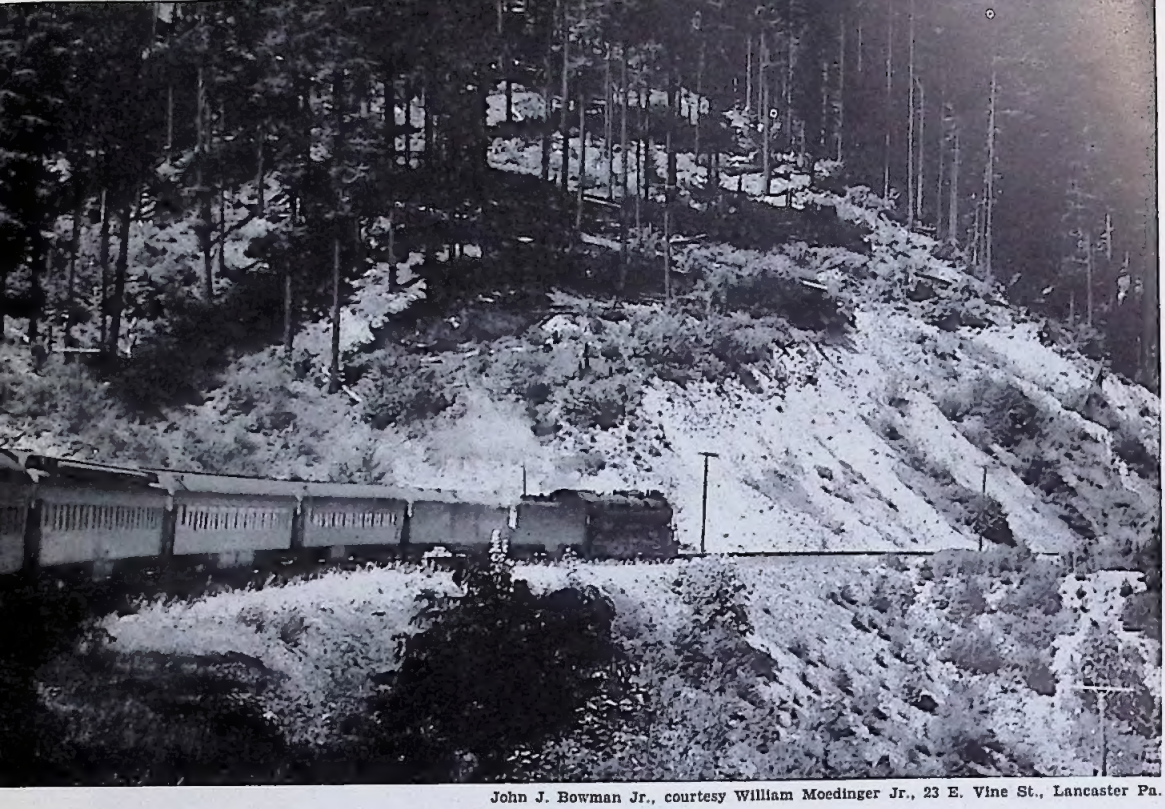
Or consider the free side trips. Going west on the Union Pacific or Santa Fe, Denver can be included at no extra cost. A through transcontinental passenger traveling on the Spokane, Portland & Seattle from Portland to Spokane may have a free side trip to Seattle from Portland. On most tickets through Buffalo a free side trip to Niagara Falls can be had for the asking. Or a ticket to Denver, Colorado Springs, or Pueblo can include a free side trip to any other of these points. Lackawanna passengers between Buffalo and Hoboken (New York City) may have a free side trip to Ithaca. There are dozens more of these arrangements in every part of the country.

To take best advantage of the various fares and side trip arrangements, plan your trip well in advance with the expert help of a passenger agent. In the big cities passenger agents are usually found in the downtown ticket offices and sometimes at the stations. Traveling passenger agents visit small cities and the local ticket agent can always make an appointment for you. All of the optional routeings and free side trips are hedged in by restrictions too elaborate to quote here, but the passenger agent is an encyclopedia of such information and if you lay your cards on the table, tell him where you want to go and what routeings you prefer, he'll work it out for you. If you live in a large city where dozens of railroads have agents or branch passenger offices, call the agent of the railroad over which you plan to ride the greatest proportion of mileage. This agent will make every effort to find favorable rates and routeings even on the portions of your trip which are over other lines.

The new Rail-Auto Service makes vacation trips by railroad even more attractive. Autos are available at most large and medium sized railroad stations at very reasonable rental rates. The agent who sells your ticket will also wire ahead, without charge, to reserve a car. It will be waiting at the station on your arrival. On application any railroad which participates in this plan will issue a

* With added suggestions and tariff information by Harold Mayer.

Heading photo by A. C. Kalmbach.



John J. Bowman Jr., courtesy William Moedinger Jr., 23 E. Vine St., Lancaster Pa.

Shasta Route connects Portland and San Francisco.

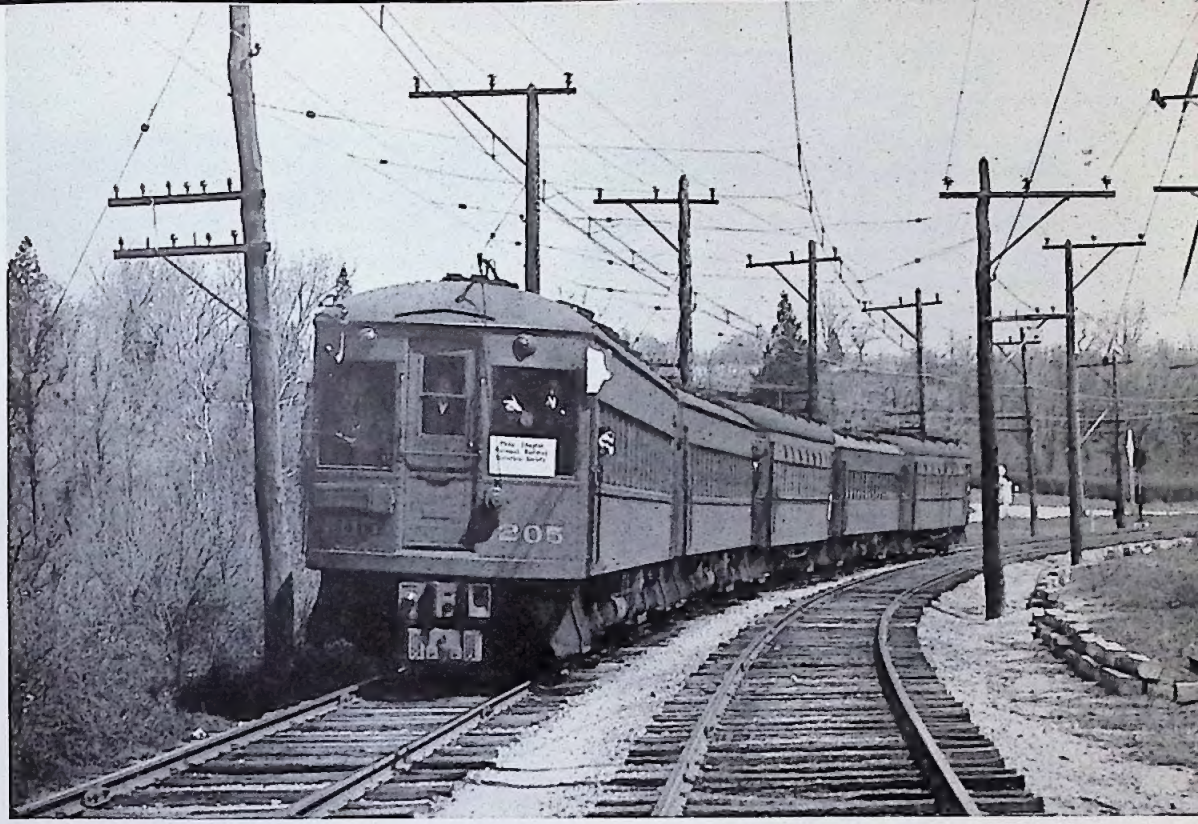
Second section of Southern Pacific's No. 12, the *Beaver*, pulled by 4-8-4 locomotive 4400, in the scenic Cascade Mountains. SP's Shasta Route is a popular connection to San Francisco for those who travel west over the northern transcontinentals. There are really two alternate SP routes over the Cascades, the newer Cascade line with its long hairpin curves down into Salt Creek Valley, and the Siskiyou Route, no through train but a fine stopover between two part-way trains at Ashland, Medford, or Grants Pass, Ore.

credit card which does away with deposit on automobile rental. The railroad is cheaper for the long distance portion of the trip and the rented car is mighty handy for sightseeing when you get there.

THE 540 line-haul railroad companies in the United States range from the one-mile-long Valley Railroad in Pennsylvania to the 13,450-mile Santa Fe system covering many states. No two of these railroads are alike either in appearance, operation, or historical background. There are remarkably few duplications of scenery, and these railroads offer by far the best look at our United States, its hills and valleys and plains and mountains.

Every railfan carries in the back of his head the thought that some day he will visit, ride on, and possibly photograph that railroad he has thought and read so much about. That railroad, for you, may run across the monotonous Midwestern plains or it may make its way through the narrow canyons and across the high passes of the Colorado Rockies. Regardless of what that railroad is like, it is the one you are interested in; the one for you to see and ride now. The railroad or interurban you are thinking about now may not be abandoned in 10 years; it may be more prosperous than ever, but it may not be the railroad then that you accurately picture now. All of that old familiar equipment, some of those picturesque stations, and possibly that one particular landmark you have so consistently associated with your favorite steam or electric line, will be gone or changed beyond identification.

Over a short period of years a railroad may be transformed into an altogether different railroad, so to speak. For instance, the Pennsylvania Railroad's main lines between Philadelphia and Washington on the south and Harrisburg on the west have been electrically operated but a few years, yet to fans living along these lines it seems a long time since the *Congressional* or the *Broadway* flashed by with one of the K-4's on the head end. Most of these fans could scarcely wait until that



William Moedinger Jr.

The navy goes to town in these big red cars.

The Baltimore & Annapolis is a busy electric railroad connecting the Naval Academy with Baltimore, 25 miles. The big red M. U. cars and part of the present trackage are all that remain of the once prosperous Washington, Baltimore & Annapolis, which was sold at auction in 1935. The road is now controlled by Baltimore & Ohio and runs into the upper level of the B&O's Camden station in Baltimore. Operation of the electric trains over steam road trackage south of the station is an interesting sight.

first train came through several years ago with one of the giant GG-1 electric motors, and very few of these same fans would want to return to steam operation 100 per cent, but there isn't one of them who wouldn't like to watch and photograph a few more steam trains on these divisions without the overhead poles and wires.

A more gloomy and perhaps an extreme example of change occurred six years ago with the Washington, Baltimore & Annapolis Electric Railroad. This interurban line was an integral part of the life of these three cities. There was the double-track main line between Washington and Baltimore, the North Shore branch from Linthicum Junction on the main line to Annapolis, and the South Shore branch from Annapolis to Naval Academy Junction, farther south on the main line. Had anyone predicted early in June of 1935 that within three months there would no longer be a WB&A, he would have been branded as lacking in sound judgment. WB&A as an interurban road was equipped and operated on a par with the best of them. The company had just completed rebuilding the 200 series cars for limited service on the main line, which itself had undergone extensive repairs and rejuvenation in preparation for the inauguration of these high speed runs.

It was generally known that the company owed the state of Maryland some back taxes and that it would be necessary to place the entire property under auction the following July. Neither patrons nor fans dreamed that abandonment would be suggested. The road was sold and the purchasers received almost immediate permission to abandon all of the lines except the North Shore branch. It was necessary to retain this to provide Annapolis and the United States Naval Academy with rail service. Only the quick action of several Washington railfans in arranging a last minute fan excursion provided rail enthusiasts with the opportunity to record permanently on film the equipment and operation of this doomed 82-mile system. Abandonment was scheduled for August 20; the excursion took

place August 18, within 60 hours of the last WB&A train.

WB&A operated up until the last train that fateful Tuesday as if it were going on forever. The big articulated cars and the two- and three-car M. U. trains rolled between terminals with the usual dispatch; the work trains were busy on the main line; the car house attendants at the huge barns at Naval Academy Junction serviced rolling stock with the usual thoroughness, and operations in general were perfectly normal until the last train snaked its way from the main line to the pit tracks early that Wednesday morning, August 21, 1935.

The next day only a few of the 400-odd employees remained on the job to man the cars and equipment on the 25-mile North Shore branch, which was renamed the Baltimore & Annapolis Railroad. The former WB&A 200 series cars, which never saw actual service on the line for which they were rebuilt, were turned over to the B&A. To those fans who were fortunate enough to make that final excursion less than six years ago, the B&A and those 200 series *Redbirds* recall fond memories of one of America's finest interurban systems. To those who were unable to ride that last minute excursion and who habitually neglected WB&A because they took it for granted, the Baltimore & Annapolis Railroad and its variety of reminiscent rolling stock stands as a grim reminder of an opportunity lost forever.

Fortunately, interurbans and railroads don't usually breathe their last with the abruptness of WB&A. Few railroads even execute minor changes with such dispatch. Within these same six years, however, most fans have seen other examples, perhaps less drastic but over a period of years just as complete, so it is well to plan that trip right now and to plan it so as to include the best features available even if it means more 1941 vacation than you had figured on.

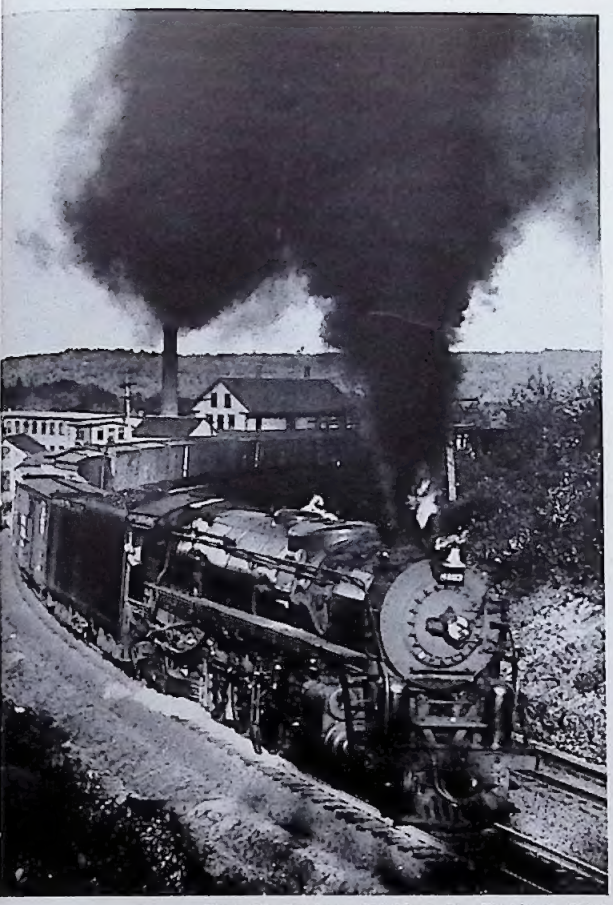
Where to go?

While members of the railfan fraternity are concerned with many phases of the subject, the central theme still remains the railroad itself, and the many variations in interest would seem to boil down to two distinct groups, the steam fans and the electric devotees, which must be handled separately, for it would not be a bit more blasphemous to suggest that members of either group make the trip by bus than to intimate that a rabid North Shore interurban fan should without fail make his journey between Chicago and Milwaukee via the *Hiawatha*.

Let the problem first be considered from the viewpoint of the ardent steam fan. It would seem from the proven popularity of the Pennsylvania Railroad's "Off the Beaten Track" excursions, or the Reading System's "Rail Rambles," or from any other of the many rail tours conducted by the leading railroads of the country that branch lines hold greater attraction than the "high iron." Likewise it appears that railfan excursions on narrow gauge railroads boast of patrons from still more remote sections. Even the interurban fans condescend to ride and photograph the narrow gauge steam roads. Whenever good railfans get together, a sure cure for the inevitable lull in the conversation is the mention of some narrow gauge railroad. Therefore it would seem that almost any narrow gauge road should provide a very appropriate setting for the steam fan's vacation.

Fortunately there are narrow gauge railroads in diverse sections of the country. There is the East Tennessee & Western North Carolina Railroad, which in turn operates the Linville River Railway. The former road operates from Johnson City, Tenn., through the heart of the mountains to Cranberry, N. C. The Linville River joins it here and extends to Boone, N. C. The combined length of these two narrow gauge railroads is 66 miles, most of it through rugged mountains and deep gorges. The two railroads operate as a unit and boast of fine motive power and passenger rolling stock. Noteworthy among the motive power is an unusually fine looking 0-8-0 yard goat belonging to the ET&WNC. At the time of this writing the Linville River is not operating due to washouts on the line.

North of the Mason and Dixon Line is the East Broad Top Railroad operating among the coal laden mountains of south-central Pennsylvania. East Broad Top's existence depends on these rich soft coal deposits. Passenger traffic is practically non-existent except for the transportation of miners from their homes along the line to the mines. The freight rolling stock and the track of this small railroad are unequaled by any other narrow gauge line in the country. The main



Dana M. Goodwin, 356 Main St., Fitchburg, Mass.

In New England.

A Boston & Maine freight pulls around the B&M's Horseshoe Curve at South Ashburnham, Mass. New England offers hundreds of vacation trips.

line between Mt. Union, where it connects with the Pennsy, and Robertsdale is slag ballasted and neatly edged, and is as impressive as any standard gauge roadbed. EBT motive power is heavy and powerful; it was built to haul long trains of 35-ton modern steel hopper cars. A full fledged narrow gauge gas-electric passenger unit provides passenger service.

A narrow gauge road in the far West operates out of Baker, Ore., where it joins the Union Pacific. It is the Sumpter Valley Railway, which uses wood-burning locomotives. This line now runs as far as Batesville, some 60 miles from Baker; it originally extended to Prairie, 20 miles beyond the present terminus. Passenger service was discontinued several years ago. Freight traffic is largely timber.

In addition to the three already mentioned there are a number of other narrow gauge lines. Fans who take advantage of the $90 excursion offer from coast to coast or the $65 round trip fare from Chicago will find one or more of these narrow gauge roads worthy of a stopover for a day or two.

THE Mecca for narrow gauge enthusiasts and a likely place for a real railfan vacation is the state of Colorado, dominated by the Denver & Rio Grande Western's narrow gauge system. Within Colorado boundaries are more miles of narrow gauge than in all the rest of the United States. To outline the narrow gauge opportunities here would merely be duplicating the rather complete material that appeared in TRAINS' April issue. However, a good procedure for a trip this Summer would be to secure round trip accommodations to Alamosa, Colo., where you can board the *San Juan Express* for Durango. Or, if the Santa Fe branch is operating when you make the trip, go directly to Santa Fe and take the mixed train to Antonito, Colo., where you can board the Cumbres Pass train for the trip to Durango. At Durango you can either ride the Silverton branch or proceed directly via the Rio Grande Southern for the trip around the circle to Alamosa. If your time is limited you may have to make one or two short links via the daily bus service rather than wait for the next freight. In any event you are sure of riding at least 362 miles of narrow gauge railroad between Alamosa and Ridgway. If you carefully plan the trip you may be able to include over 650 miles of narrow gauge without retracing more than 45 miles. Even the retraced portion will be far from boresome if you sit on the opposite side of the car for the return trip, viewing scenery that you missed going the other way. It's a trick to remember.

By writing to the railroad company before you make your trip you may be able to obtain permission to ride the freight trains over the portions of the narrow gauge circle which have no regular passenger service.

MANY another part of the country offers a highly concentrated list of features. The popular main lines hold a high degree of

interest even for the man who is fond of small power and branches. The variety of routeings over the well traveled country between Chicago and New York is such that one can travel the distance many times with little duplication.

Any traveler should be familiar with the Big Three—the New York Central, the Pennsylvania, and the B&O. Each has scenic stretches so well known as to be practically part of the American heritage: the Hudson River and Mohawk Valleys on the NYC, the Alleghenies and Horseshoe Curve on the Pennsy, and the Potomac Valley on the B&O. By all means, see these, and see also the parade of traffic down the four-track main street of New York state, the NYC main line. See the change from steam to electric power at Harmon; watch, from the back platform, the Christmas tree of signal lights as the train goes down those last miles into Grand Central. Stop over at any station along the Pennsy between North Philadelphia and Newark to watch the electrically propelled passenger and freight trains slide by. No matter how you feel about electric locomotives you'll admire a big job well done. Stop off between trains at Cumberland on the B&O to watch the activity at this busy junction point.

If you have tasted the delights of travel on the Big Three, then try one of the lesser known routes. Try, for instance, the Erie for as beautiful scenery as can be had. Or try the Nickle Plate from Chicago to Buffalo and then Lackawanna or Lehigh Valley on to New York. Both of the latter roads run through country as beautiful as that along the Erie. And all three of these last Chicago-New York lines are differential routes—that is, they charge less than the standard fare.

For not much extra a trip from the Midwest to New York can be stretched to include Boston. A ticket from Chicago to Boston can be routed via Washington and Baltimore at the same price, and on a Summer tourist ticket the return can be via Montreal at only slightly extra. The $90 grand circle trip can be routed to include Boston and Portland, Me., as a side trip from Albany, New York, or Montreal at no extra cost.

At many points throughout the country railroad travel can be broken by a steamship ride at no extra cost, or perhaps at only the berth charge extra. For instance, New York Central coach tickets are good on D&C boats between Detroit and Buffalo, with berths running from only $1.60 up. NYC coach tickets are also accepted on the boats of the Hudson River Day Line between Albany and New York. From the boat one gets fine views of both New York Central and West Shore trackage all the way, to say nothing of the scenic grandeur of the valley.

The Western circle, based on fares between Midwest points and San Francisco, has even more variety of routeing than the Eastern. The Overland Route of the Chicago & North

T. B. O'Meara, courtesy Chesapeake & Ohio Magazine.

Popular Eastern rail routes.

Chesapeake & Ohio is a heavy traffic railroad handling enough coal to keep you warm for plenty of Winters. It also has excellent passenger service through the scenic Shenandoah Valley and the Allegheny Mountains. The photo at the left shows manifest No. 97 behind locomotive of K-3a Mikado class enroute from Russel, Ky., to Toledo on C&O's Northern Division. To the right is a New York-bound local leaving Peekskill, N. Y., on the New York Central. Locomotive is Pacific 4742, which will be replaced by an electric at Harmon, several miles south.

Western to Omaha, Union Pacific to Ogden, and Southern Pacific to San Francisco, is the short line and is rich in historic and scenic interest. This can be varied by taking Union Pacific from Ogden down to Los Angeles, and then Southern Pacific up the coast to Seattle and return via Milwaukee, Great Northern, or Northern Pacific. Or the variety can be introduced by taking a different route to Ogden, such as Alton to St. Louis, Missouri Pacific to Pueblo, and Rio Grande through the Royal Gorge (permitting stopover at Salida or optional route via Marshall Pass). Or one can take the route of the *Exposition Flyer* (perhaps scenically supreme) over Burlington to Denver, Moffat Route of the Rio Grande to Salt Lake City, and Western Pacific through Feather River Canyon to San Francisco.

In the south are the Rock Island-Southern Pacific and Santa Fe routes. These offer an entirely different America, the great Southwestern deserts. The high, dry inland plateaus are astonishing to the Easterner. Railroad operation is especially interesting with long, steady runs, stopping for not much more than water and crew changes. And don't think there aren't mountains this way too. Along the Santa Fe, as example, are two famous grades, at Raton and Cajon Passes. The New Orleans routeing, mentioned earlier in this article, should not be overlooked. From Chicago one can go to New Orleans by a variety of routes, including St. Louis, and then from New Orleans on out to Los Angeles and San Francisco at no extra cost over the shortest direct route.

If the Southern Pacific-Rock Island Golden State Route or the Southern Pacific Sunset Route from New Orleans is used both directions, or one in each direction, on a round trip to Los Angeles or San Francisco, tickets can be routed via the Carriso Gorge on the little San Diego & Arizona Eastern at no extra charge.

It is possible to so zigzag the route that practically every important Midwestern or Mountain area city is included on your one Western circle tour. Most of the zigs will be free. Some of the zags will cost extra, but not as much extra as you'd suppose at 2 cents or even 1 cent a mile. Your clever friend, the passenger agent, will arrange this for you if you frankly tell him you want to see as many cities as possible for as little fare as he can charge. When the tally is totaled up you'll

Frank Quin, 8414 88th St., Woodhaven, N

be pleasantly surprised to find that you are booked to cover most of the West by rail at less than 1 cent a mile, coach, or just about a cent a mile (plus berths) in tourist Pullman. Tourist Pullman is especially to be considered. On many lines it permits you the privilege of the observation car, and there's no place like that for watching both scenery and railroad.

Any of the longer rail trips can also be broken by short branch line trips and stopovers along the way. For instance, the through traveler on the Union Pacific can, at slight additional cost, ride from Salt Lake City or Pocatello up a very interesting mountain branch to West Yellowstone. Side trips like this should be arranged at the time the through ticket is purchased to get the most favorable fare.

A through Great Northern coach ticket allows one a free side trip from Seattle to Bellingham, well worth while for a view of the Cascade foothills and of logging roads along the way. For transcontinental parties of five on coach tickets, or for single passengers if on tourist or first class tickets, take a free side trip from Milwaukee Road, Great Northern, or Northern Pacific at Seattle to Vancouver via either Great Northern or Canadian Pacific Steamship Lines. The trip by rail one way and by water the other way is incomparable.

Anyone riding the Santa Fe east and west should by all means take the short side trip to the Grand Canyon. It costs from $3 up, and the railroad runs right to the rim of the Canyon so that extras aren't necessary unless one wants to be a conventional tourist and ride the mules to the bottom of the canyon, take the bus to the Hopi Indian watch tower, and so on.

Between San Francisco and Portland on the Southern Pacific an overnight stopover at Klamath Falls is advisable, as no train makes all the best scenery and most spectacular operation by daylight. On the Great Northern stop overnight at Spokane so as to take the day train over the Cascades. The *Empire Builder* is fine for seeing the Rockies, but it crosses the Columbia River, changes to electric operation, threads through the Cascade Tunnel, and on down to the coast during the night. Why miss all this when there is a day train? Similarly, stop overnight at Reno for a day crossing of the Sierras on the Southern Pacific. And at Reno don't miss the Virginia & Truckee, most noteworthy of the old Nevada mining roads, on which there is still steam mixed train service on alternate days.

Purely for an interesting ride and for a grand opportunity to view mountain railroad alinement, don't overlook the *Olympian* over the electrified mountain divisions of the Milwaukee Road. The five-mile-deep horseshoe curve [see map, page 7, February Trains] by which this route gains altitude to cross the Bitter Root Mountains can easily be seen and studied from a coach window, and in Summer the *Olympian* carries an open observation car for an entire day, across both the Bitter Roots and the Continental Divide. From both Northern Pacific at Livingston, Mont., or Milwaukee Road at Three Forks, side trips can be had over interesting mountain branches to the northern gates of Yellowstone Park at very little extra.

If you arrive in Portland, Ore., just before the week end, be sure and include a Sunday layover in this city so you can take the Sunday excursion along the Columbia River through Astoria and Seaside. The few hours in Seaside will provide a welcome change from the constant travel, and the ride along the Columbia to and from this ocean resort with one of the Spokane, Portland & Seattle Ten-Wheelers doing the honors may net you a few choice photographs if you aim your camera out of the window as the train cautiously makes its way across the long wood pile bridges. Or if you can't be in Portland over a Sunday, stop over a day and take one of the daily trains on this branch at least as far as Astoria. Between trains take a walk down to the Port of Astoria, where you will probably find the one and only engine of the Gales Creek & Wilson River Railroad performing yard work around the docks. This railroad does not operate out of Astoria, but through an indirect control over it by the SP&S the engine has been assigned to yard work around the Astoria docks on account of weight restrictions prevailing there. The engine is a Ten-Wheeler purchased from the Colorado Midland.

Or if you have found from experience it's nice to break the monotony of spending every night in a sleeper or a reclining-seat coach and to conserve the daylight hours for picture taking by spending a night in a hotel, pick

R. V. Nixon.

Blue skies, green trees, and an orange and red train.

Every American should ride, at least once, across his country in one of the great transcontinental limiteds. It is a vivid geography lesson, a powerful means of broadening one's outlook. The Milwaukee Road's *Olympian*, No. 15 westbound, shown here, leaves Chicago at 11:15 p. m., cruises the next day across broad Minnesota and Dakota prairies. The second morning dawns over the change to electric motive power at Harlowton, Mont., and all day is spent in mountain splendor such as this near Bonner Junction.

some spot where you can spend the evening watching trains, some place where there's plenty of activity. There are many such places in this country. If you live in the Midwest and plan to spend your vacation around some short lines in the East, include a stop at Westfield, N. Y., for the night, either going or returning. The New York Central's main line and the single-track main of the Nickel Plate parallel each other through Westfield about a block apart. The Jamestown, Westfield & North Western Railroad, an interurban line, also uses the New York Central station there. You'll probably lose a couple of pounds running between the two steam roads watching trains. The New York Central provides plenty of passenger and freight traffic in the multi-track main line style while the Nickel Plate trains highball through Westfield, occasionally one going in the hole there, in the manner common only to heavily taxed single-track pikes. About the time you think of a breathing spell, a big red interurban of the JW&NW will roll into the NYC station.

No matter what part of the country you are in, there's just such a place. Another busy spot is Granger, Wyo., the junction on the Union Pacific of the Overland Route and the Oregon Short Line. In the late evening there's always a freight, and about the time you're ready to turn in for the night, the transcontinental passenger trains will start to roll. You'll get an additional thrill watching the operator, just visible in the dim light of the station platform, hand up orders to those hotshots.

In the East, try a side trip from Utica to the Adirondacks on the Adirondack branch of the New York Central. This will delight both railfans and scenery fans who do not think deluxe service necessary. The old Ulster & Delaware, now the Catskill branch of the West Shore (NYC) from Kingston, N. Y., is similarly interesting. It is a lightly built line with interesting grades.

Between Chicago and St. Louis skip the direct and well traveled routes, and for variety use the Rock Island to Peoria and then Illinois Terminal on to St. Louis. This offers plenty of railroad interest and is unusually scenic for the Prairie states. Between Knoxville and Atlanta ride the old Hook & Eye route on a slow day local instead of sticking to the L&N main line. This line makes a complete loop at one point which earns the line its name.

THOSE of you who plan treks to certain railroads in a given section of the country may find it necessary to make rather long connecting trips so as to include more than one railroad for observation during your vacation. These connecting trips can become worthwhile interims between the real objectives. For instance, let us say you plan to spend a little time down on the Piedmont & Northern. You will probably make Spartansburg, S. C., your headquarters. While you are perfectly certain that every minute with that road will be very enjoyable, you also feel your vacation time might be better spent if you share part of the time with another road in the same section of the country, but you are not sure to just which of the many railroads in that section you wish to allot some of your time. In this particular case, the East Tennessee & Western North Carolina Railroad could well be your choice on account of the connecting railroad available. It is the Clinchfield Railroad.

Clinchfield is no ordinary railroad; it is a real mountain line with its main line laid in the shadow of Mt. Mitchell, whose peak rises nearly 6700 feet to make it the highest east of the Mississippi River. As a connecting carrier you will ride it from Spartansburg to Johnson City, Tenn., a distance of 157 miles, over several mountain ranges, through quite a few tunnels—the light Pacific, R. P. O. car, and the two coaches zigzagging their way through the deep gorges not unlike a snake. You will thrill to the operation of this single-track road; more than once your train will take the side track for a heavy freight with Mallets on both ends. Sixteen miles before you arrive at your destination your train will stop at Erwin, Tenn., where the company's main offices and shops are located, and the stop will be long enough for you to snap a few pictures while the train is serviced.

THE interurban fans have no fortuitous concentration of their favorite subject. With the abandonment of the Fort Wayne-Indianapolis line of the Indiana Railroad, virtually the last traces of a concentrated interurban layout have gone. Only that stub of the Indianapolis-Louisville line, Indianapolis to Seymour, remains. Indiana had been more or less the headquarters for interurban fans and their excursions until the recent wholesale abandonments. Indiana Railroad ten years ago operated more than 800 miles of line with a variety of old and new equipment. And shortly before the day of the Indiana Railroad, Indiana and Ohio, especially the latter, were crisscrossed by a myriad of interurban systems.

It is rather difficult to point to any particular system or group of interurbans and recommend them as the solution to these fans' quest. Interurban fans are inclined to be more discriminating and finicky in their choice of a system than are the steam fans, and for this reason alone it is inadvisable to definitely lay a finger on some certain electric line and brand it as perfection. Pacific Electric, the Chicago, South Shore & South Bend Railroad, and the Illinois Terminal are three fine roads, but they are often shunned by fans who prefer first to exploit (and this is used with the legitimate connotation) lesser roads with equipment and operation more in harmony with their conception of the ideal interurban system.

Illinois Terminal Railroad, which operates 550 miles of track, some of it steam, and which provides passenger service on approximately 375 miles of the electrified lines, is one of the few Class 1 interurbans, and from a number of angles can be classed the number one system today. This, however, is not necessarily true from the fans' point of view. Illinois Terminal passenger service boasts of air conditioning and diners, and until this past Fall it included individual bedroom sleepers on the *Owl*, one of the through trains between Peoria and St. Louis which (since the elimination of through passenger service on the Sacramento Northern Railway north of West Pittsburg, Calif.) offer the longest through interurban runs in the United States, a distance of 170 miles.

Despite the high interurban mortality, there still remain many of them distributed in every section of the country. Many of these

William Moedinger Jr.

An Eastern narrow gauge.

From Mount Union, near Altoona on the Pennsylvania main line, take a one-day round trip to Alvan over the three-foot gauge East Broad Top Railroad & Coal Company. In this picture a fan trip train accommodatingly poses on the line's largest bridge, over Aughwick Creek at Pogue, Pa.

survivors are doubly interesting because their present rolling stock has been gleaned from rosters of the less fortunate systems in distant sections of the country. You will find the Fonda, Johnstown & Gloversville bullet cars making a name for themselves on the Ogden-Salt Lake run of the Bamberger Electric. When you ride the Chicago, Aurora & Elgin, watch for one or more of the former Washington, Baltimore & Annapolis jobs. The next time you board the *Liberty Bell Limited* of the Lehigh Valley Transit Company, close your eyes as the car rolls from 69th Street Terminal in Philadelphia bound for Allentown, and as you are whisked over the double-track line of the Philadelphia & Western Railway imagine yourself on the Toledo-Cincinnati run of the late Cincinnati & Lake Erie Railroad. Or when you decide to visit with the Piedmont & Northern Railway down Carolina way, give more than a casual glance to those passenger motors with the pantographs. They are former Pennsylvania Railroad multiple unit cars.

Most fans will concede that the group of systems in Iowa, the Texas Electric, and the Piedmont & Northern Railway command about as much respect in interurban circles as any in the country.

Interurban fans have one advantage over the steam fans. As a general rule these lines offer more frequent service than the small branch steam roads. Many fans have availed themselves of the $90 coast-to-coast fare and in a space of two weeks have visited and ridden upon a dozen or more of their favorite electric lines, riding them during the day and utilizing the through train not only to provide sleeping quarters but to take them overnight to the next interurban road.

The narrow gauge roads for the steam fans

and interurban lines to each particular electric enthusiast's fancy are perhaps the most sensible vacation suggestions that can be made. Year after year will see fewer narrow gauge railroads and interurban systems. And while this Summer may not be the last opportunity to observe them, you are sure to enjoy either of them just a little bit more thoroughly and they are now more nearly as you would like to have them.

There are other reasons why this Summer is appropriate. The American railroads, from the smallest to the largest, will be putting on a show for the railfans never before equaled. Besides new equipment used on the "blue ribbon" and "manifest" trains, every day the older rolling stock and motive power is being called into service to prevent a shortage of either which might prove a bottleneck in the defense program. All of this equipment, old and new, will present rare subjects for photography. It's a performance that may not be repeated so extravagantly for a long time.

In short, to plan a successful railroad vacation, list the places or areas you wish to visit, then decide which routes would be preferable for going and returning. Present this information to the railroad passenger agent and ask his help in planning the best trip incorporating these features and making use of favorable tariff arrangements.

Make your reservations now!

The Lehigh Valley is a differential route.

Three railroads, the Erie, Lackawanna, and Lehigh Valley (last two in connection with the Nickle Plate) have slower service, fewer trains between Chicago and New York and hence are allowed to charge a lower or differential fare. To the man who likes train riding or choice scenery, these routes are attractive and interesting. The Lehigh Valley has streamlined and redesigned standard equipment for several trains, including the *John Wilkes* (shown below at Hillside, N. J.), between Coxton and Wilkes-Barre and New York City, where Lehigh Valley trains operate out of the Pennsylvania Terminal.

Frank Quin.

Frank Quin.

On the Water Level Route.

A Hudson type locomotive (right) hauling the New York Central's *Knickerbocker* alongside the river which gave these engines (4-6-4 type) the name Hudson. Down the rails in the distance may be seen a local running toward the *Knickerbocker*. The more distant train has a Pacific type engine. The location is Peekskill, N. Y. About 150 trains pass Peekskill in each 24-hour period. This is the four-track main line connecting New York City with Albany, capital of the state of New York.

Gone From Our Town

★ Social life of village once centered around the station, but now the railroad's gone.

By Vincent Edwards.

THE branch from the junction used to run within a stone's throw of our house, and it became a habit with my mother to lift a fretful youngster to the window the minute she heard the whistle for the crossing, and then to raise his tiny hand as the train passed. "Wave goodbye to the choo-choo!" That farewell never failed to bring delighted crows, and I am sure Mother herself was not without a thrill as the noisy little locomotive, blowing out a cloud of smoke and cinders, broke in on the utter quiet of our surroundings.

"Wave goodbye to the choo-choo!" This is a strangely nostalgic memory for me, now that our railroad, like so many others, has been turned back to the junk yard and a weedy gravel fill. Childhood had to pass, that I expected, but the branch line, with its unvarying schedule, once seemed as permanent as anything could be. But all over New England, in most parts of New York state and in many other places in the East, you cannot travel far now without finding how nearly every small town that was once linked to the outer world by steel rails has lost this tie for a monotonous concrete highway.

As I grew older, I discovered that most of the social life of our village revolved around the station. Every evening a group of solid citizenry gathered there for the arrival of the 7:42. This was the last train of the day, and it brought the New York papers. I cannot recall ever seeing a member of that crowd board a train, but the fact that they were always on hand must have furnished passengers and train crew with an understanding as to our community's stability.

There was not a boy in the village but who was secretly envious of Jo Finkle, the station agent's young assistant. After seven years in grammar school, Jo graduated to this position of large importance. The rest of us watched in awe as he wheeled the express trucks alongside the tracks, and it was even more impressive to see him pile package upon package as they were disgorged in a seemingly endless stream from the baggage and mail car. Mr. Pulver, the agent, was growing old, and he was quite willing for Jo to handle all alone the great, unwieldy boxes at the freight house.

An even more remarkable personage was George Sims, the telegraph operator. All day long he sat beside his clicking keys, and to those who dared to peer into his sanctum he appeared as impassive and mysterious as the Sphinx itself. Yet this man was a marvel. Of all the people in our town, he alone could decipher those dot-and-dash messages. Hadn't he been the first to pass along the news of President McKinley's shooting? On election night he stayed at the station much later than usual. A big crowd lent its company, of course. When George Sims walked down the street he commanded respect from everybody.

The station would not have been complete without Jack Potter, the liveryman, and Bill Hicks, who delivered the evening papers. Jack was always on hand with his stage and the express wagon, the latter driven by his moon-faced grandson. When important people came to our town, they always put up at the Central House, and their transit was carried out in Jack's stage. Poor Bill Hicks, the paper man, was blind. But he was remarkable, too. Over his broad shoulder was slung a big canvas bag from which he could whisk any one of a half dozen dailies, without a mistake. When he started his deliveries his approach was known to everybody by the running tattoo of his cane along the picket fences which fronted every yard.

Then came a day—a red letter day for me—when I had my first ride on the railroad. I have since traveled to many far-flung points, but I have never been granted any thrill to match that when the narrow, red-seated

John W. Maxwell, 1416 Pennsylvania St., Denver, Colo.

Going *through* "Our Town": station agent relays orders to crew.

Thompson Falls, Montana, is more fortunate than Vincent Edwards' home town, for it still has its railroad, and a good one. This Northern Pacific freight is eastbound, and the engineer is leaning out of the cab to take train orders from the station agent by means of an order hoop. Flimsies are attached to the hoop, through which the engineer passes his arm to insure a safe catch; the orders are then removed and the hoop is dropped along the right of way for the agent to retrieve. A second set of orders is passed to the conductor in the same manner; if you look closely you can see the conductor's hoop lying in readiness on the ground near the station agent's left foot. Some roads use a different type of order hoop, on which the flimsies are attached to a string strung between the two prongs of a forked stick. Trainmen merely grab the orders and break the string, saving the agent a trot down the right of way. The locomotive in this picture is No. 1849, Class W-5, 2-8-2, built by Alco, Schenectady, in 1923. Cylinders are 28" x 30"; drivers, 63"; pressure, 200 pounds; tractive effort, 63,400 pounds. Road numbers of this class of locomotive run from 1835 to 1859. Other Northern Pacific power was shown in TRAINS for April.

coach that I had just boarded began to move and I watched the familiar station group being left behind. Throughout that journey I sat like one in a trance, my face glued to the window, unwilling to miss a single detail of the scenery that would one day appear commonplace and uninteresting.

In time, with my daily trips to the high school at the county seat, I became as trainbored as any commuter. Mr. Webb, the corpulent, red-faced conductor, greeted me in a way that tickled my vanity. For a time—alas, how short it seems in retrospect!—I was like one of a large family, traveling regularly with others in his paternal charge.

Looking back upon those days, it does not seem possible that the see-sawing coaches, the shrieking engine, the waiting crowds at stations, the swirling smoke and clouds of cinders could be so utterly gone. Yet when I was back in town this Summer I saw tall grass growing over the roadbed, and was informed that a wrecking crew had torn up the rails more than two years ago. The old station, once the social center of the neighborhood, now squats aloof and deserted.

Fast Freight Line

★ **Western Maryland Railway, rooted at the mines in West Virginia, is important as an Eastern trade trunk.**

By E. L. Thompson.

THE Western Maryland, a profitable and well managed railroad of some 1400 track miles, has in its 89 years been wooed and jilted by many a larger system. After one particularly ambitious flirtation it was left waiting at the church by George Gould, who had planned to use it as the eastern end of his proposed ocean-to-ocean system. But through it all the property has survived and today represents an investment of more than 175 million dollars, employment for 4000 to 5000 persons.

The majority of traffic handled is freight and the road has by performance as well as advertising earned the slogan "Fast Freight Line." Strategic connections make the Western Maryland part of two important natural routes for heavy traffic. Connections with the Pittsburgh & West Virginia and with the Pittsburgh & Lake Erie at Connellsville place it in competitive position for freight between the Great Lakes and Pittsburgh region and tidewater at Baltimore. At cross-direction flows another great freight movement, coal from West Virginia fields to New York and New England via a Reading Company connection at Shippensburg.

The main line extends from Port Covington at Baltimore to Connellsville, Pennsylvania, some 254 miles. [See map, pages 26 and 27.] This may roughly be divided into three fairly equal parts: the 87-mile line from Baltimore to Hagerstown, known as the East subdivision of the Hagerstown Division; Hagerstown to Cumberland, the 79-mile West subdivision; the Elkins Division main line from Cumberland to Connellsville, 88 miles. A semi-main line extends southwest from Cumberland to Elkins, 112 miles. There are several important mining branches in the vicinity of Elkins, the most important being the 86-mile Bergoo-Webster Springs line. Other important branches are the line from Hagerstown to Lurgan-Shippensburg, 35 miles; the optional route from Baltimore to Hagerstown, 110 miles, of which 39 miles is the same as the main line; and the branch from this line at Porters to York, 16 miles.

Most of the Western Maryland is single track, although there are several notable double-track installations, such as Baltimore to Emory Grove, 20 miles; Hagerstown to Big Pool, 21 miles; Cumberland to the top of Allegheny Summit, 25 miles; and 19 out of 35 miles on the Lurgan line. All single track is protected by automatic block signals of the upper quadrant semaphore type.

The Cumberland extension and the "new" line to Connellsville, both built since 1900, are by far the best pieces of railroad which the Western Maryland possesses. Along the former, the maximum curve is six degrees, and the entire line is 90-pound rail or better, with a deep rock ballast. The line parallels the Chesapeake & Ohio Canal practically the entire distance, and this, together with the National Turnpike, offered some difficult problems in construction. There were high mountains to tunnel and long bridges to erect over the Potomac River. The Baltimore & Ohio had already picked off the easiest side of the river.

The construction features of this extension were very daring. The course of the turnpike was frequently changed to make room for the railroad. It was necessary on many occasions to build retaining walls right down to the bed of the canal. On the 60 miles of line, there are five tunnels for a total of 10,144 feet, with Indigo Tunnel, 4350 feet, the longest. There are 23 bridges for a total of 8005 feet—nine of them crossing the Potomac River, four the canal and two the Baltimore & Ohio Railroad. In other words, the combined length of the bridges and tunnels is 18,149 feet, or nearly four miles. The cost of this particular line was $117,000 per mile, or about $7,020,000.

The Connellsville extension was an even

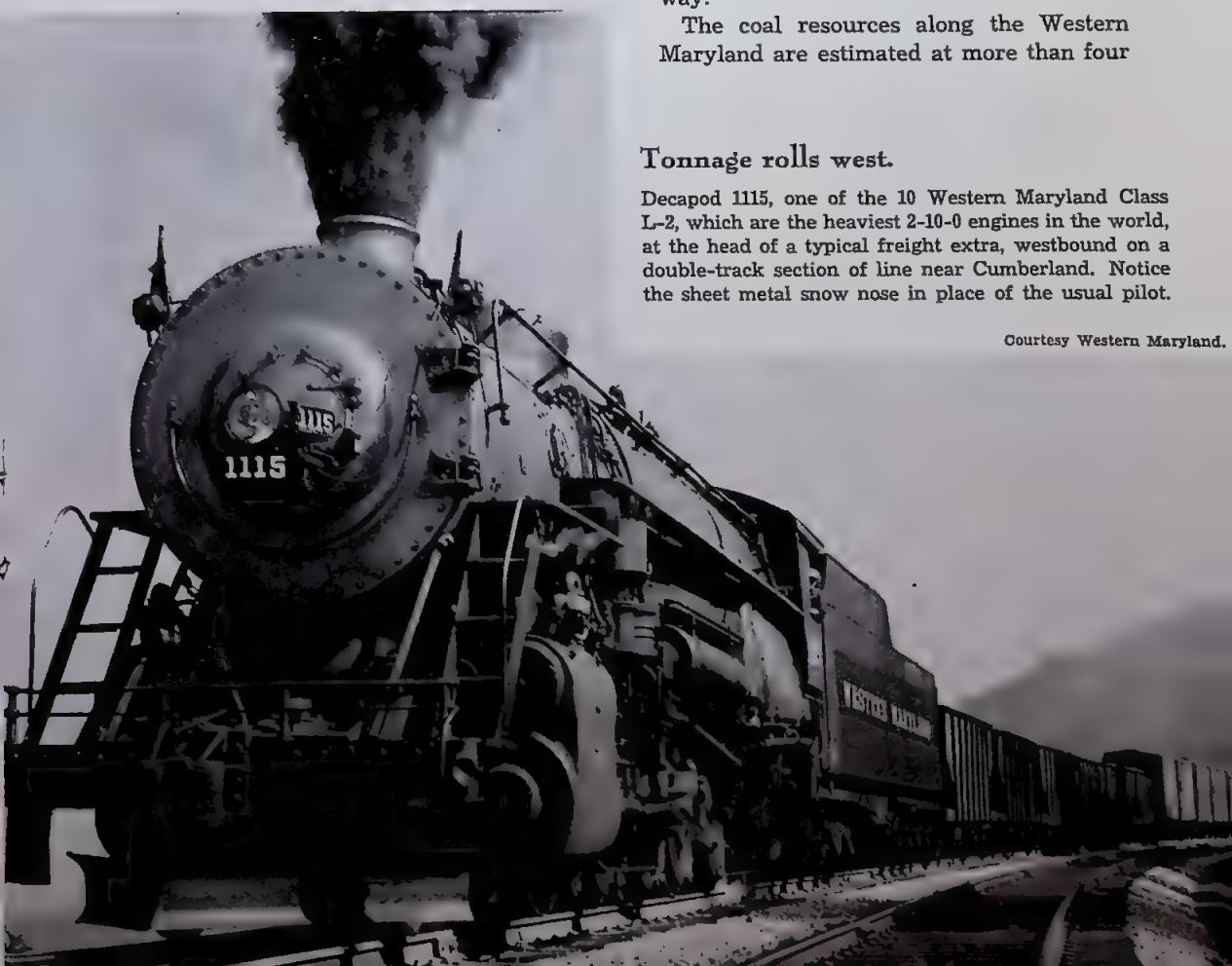
more difficult job, costing $13,000,000. The summit of the Allegheny Mountains had to be crossed at Big Savage Mountain, with a tunnel 3296 feet in length. There are three other tunnels, each slightly less than 1000 feet. The steel bridges are all designed for future double-tracking, and the longest is Salisbury Viaduct, 1908 feet long and 101 feet above the Casselman River and Baltimore & Ohio tracks. On this line the eastbound maximum grade is 42 feet to the mile. This compares with 79 feet on the Pennsylvania, 52 to 62 feet on the Baltimore & Ohio, 53 feet on the Norfolk and Western and 30 feet on the Chesapeake & Ohio. The westbound grade is a steady 1.75 per cent, 92 feet per mile, climb, double-tracked the entire distance of 23 miles.

The Elkins line is noted for its stiff grades, with an eastbound compensated grade of 3.8 per cent for 10 miles. This is the famous Black Fork Hill, on which nine helpers are used on coal trains at certain times of the year. Actually nine helpers do not make a record, for on the Bergoo line, the Western Maryland itself uses 10 helpers. The westbound grade on the Elkins line is also rather severe.

The busiest section of the line is from Big Pool to Hagerstown, where 10 million tons were moved eastbound in 1939. The line from Hagerstown to Shippensburg is nearly as important in tonnage, and that from Cumberland to Big Pool handles somewhat more than half as much. The B&O interchange at Cherry Run is quite productive of traffic while the Baltimore line is relatively low in tonnage. As a system-wide average, westbound tonnage is less than one-fifth the eastbound figure, and on some divisions the ratio is as little as 1 to 13. The traffic flow map on page 22 gives a graphic picture of freight movement on the road.

The majority of the traffic handled is, of course, freight. This splits up into 49 per cent bituminous coal, 12 per cent iron and steel, 6 per cent petroleum and its products, and 5 per cent building material, such as cement, brick, clay, etc. Less than half of the coal handled is originated on the Western Maryland. A large amount is received from the Baltimore & Ohio, while a lesser portion comes from the Norfolk & Western at Hagerstown. Passenger traffic is a very minor issue on the lines of the Western Maryland Railway.

The coal resources along the Western Maryland are estimated at more than four



Tonnage rolls west.

Decapod 1115, one of the 10 Western Maryland Class L-2, which are the heaviest 2-10-0 engines in the world, at the head of a typical freight extra, westbound on a double-track section of line near Cumberland. Notice the sheet metal snow nose in place of the usual pilot.

Courtesy Western Maryland.

billion tons. This territory comprises one of the world's chief bituminous coal producing regions. These fields are located in Maryland, West Virginia and Pennsylvania, and they enjoy the advantage of being closer to the Atlantic seaboard than any fields having comparable coal reserves.

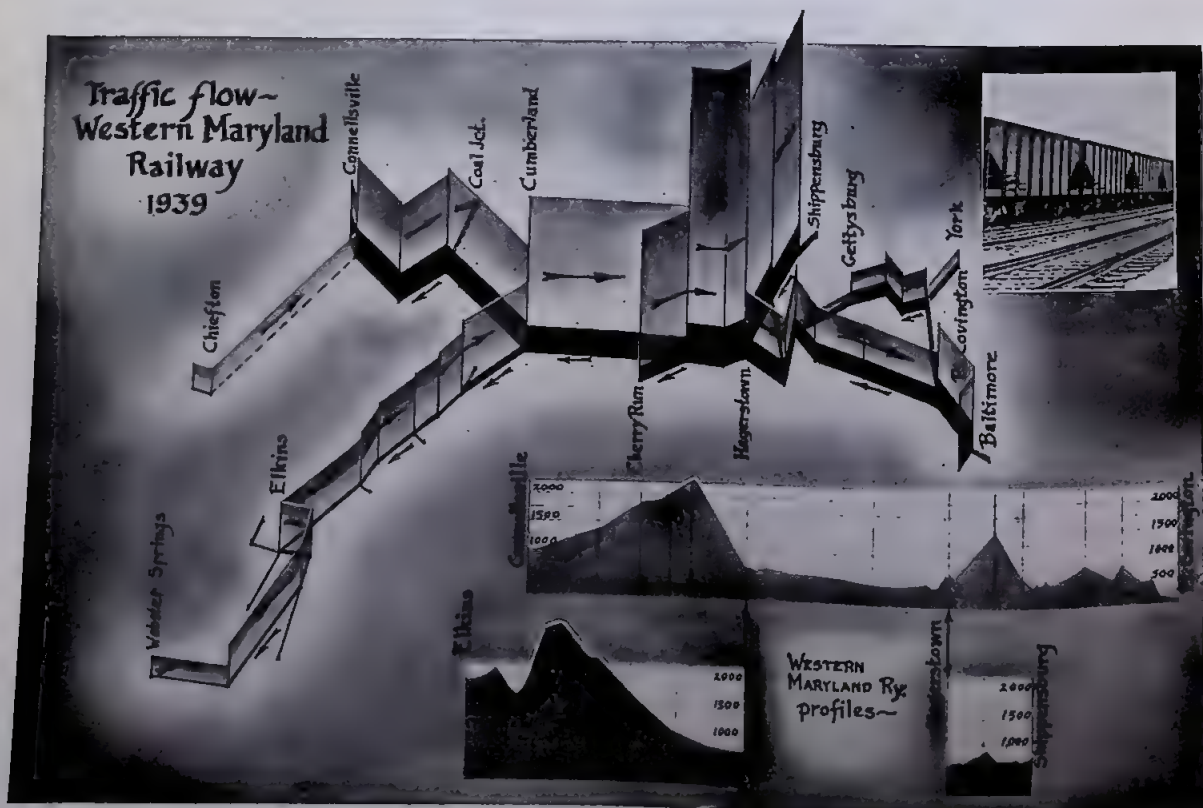
Port Covington is the very important tidewater terminal at Baltimore. The Western Maryland Tidewater Railroad Company leaves the main line at Walbrook Junction about four miles out of Hillen, fringes the outskirts of Baltimore and follows Gwynn's Falls to a double-track trestle across the middle branch of the Patapsco River, and then on to the water front at Port Covington.

As originally built, Port Covington consisted of a covered merchandise or freight pier, a coal pier (with present capacity of one car a minute), a transfer bridge for the interchange of cars between rail and barge, local freight house (since removed), track scales and yard tracks. An open pier was added in 1912 and the grain elevator with an original capacity of one million bushels (subsequently increased to four million) was completed in 1915. The merchandise pier, ore pier, and grain elevator each have berthing space for four vessels. In 1930 a modern electrically operated crane for handling ore and bulk materials at the rate of 10 tons per minute was installed on the open pier.

Port Covington Terminal has maintained a steady growth and is today a modern tidewater terminal in the fullest sense of the word. In fact, its 8½-million dollar McComas Street Teminal, which was constructed as late as 1929, represents one of the most modern pier developments in the country. The Western Maryland Railway can handle 23 ocean-going vessels at Port Covington at one time.

The average gross ton-miles per train-mile of the Western Maryland (exclusive of locomotives and tenders) makes a very interesting comparison, and below are the figures for the six months ending June 30, 1940:

Western Maryland Railway	2893
Pennsylvania Railroad	2628
New York Central Railroad	2267
Baltimore & Ohio Railroad	2186
Reading Company	2141



Chart, Linn H. Westcott; photo, courtesy Western Maryland.

Passenger Service.

PASSENGER service on the Western Maryland represents less than 2 per cent of the total revenue. There are no streamlined trains, no fast expresses, and no train even has a name; however, attractively modernized air-conditioned coaches are operated on the principal trains. The longest runs are trains 3 and 2, which operate through from Baltimore to Cumberland, with coaches for Elkins continuing beyond in trains 9 and 10. There are two other trains on the Elkins line, trains 1 and 4. Between Cumberland and Hagerstown there are no additional trains, but two other round trips operate between Baltimore and Hagerstown, these being trains 1 and 4, and trains 5 and 6. Additional round trip local service is maintained between Baltimore and Union Bridge, and Baltimore and Gettysburg. One round trip local is operated between Elkins and Durbin, connecting at the latter point with the Chesapeake & Ohio trains to and from Ronceverte. There is no passenger train service on the Cumberland-Connellsville or Hagerstown-Shippensburg lines, nor is there any service into York.

While on the subject of passenger service, it is interesting to recall the famous *Blue Ridge Express,* which used to operate each week end during the Summer from Baltimore to Pen-Mar and the adjacent mountain resorts. This train enjoyed a fine reputation among Baltimoreans, and handled an excellent business. But like so many good services of the past, the private automobile forced the abandonment of this noted flyer years ago.

The flow of traffic.

The map shows graphically the volume of traffic moving over the Western Maryland system. The lighter tone is eastbound tonnage, which predominates. The solid tone is westbound tonnage. In each case the height of the line indicates relative volume and a glance will tell which portions of the railroad handle most tonnage. In the lower right corner are profiles of the main line, the Cumberland to Elkins line, and the line from Hagerstown to Shippensburg.

Courtesy Western Mar

Cumberland Narrows.

Less than two miles northwest of Cumberland, the Western Maryland to Connellsville and the B&O to Pittsburgh use this gap through Wills Mountain into Wills Creek Valley. B&O is out of sight in the near side of the gap. The now abandoned George's Creek branch of Western Maryland joins the main line from around the toe of the bluff at the left; a Pennsylvania Railroad branch from the north joins to the right. Two Cumberland & Pennsylvania lines and an abandoned interurban line are also in the gap.

Through service with steel trains was operated between Baltimore and Chicago back in 1913, via the Western Maryland-Pittsburgh & Lake Erie-New York Central (Lake Shore & Michigan Southern). The time compared very favorably with competitive services, the *Chicago Limited* leaving Baltimore at 9:25 a. m. with arrival at Chicago at 7:59 a. m., while in the reverse direction the *Baltimore Limited* left Chicago at 8:20 in the evening, arriving at the monumental city at 7 the following evening. This service did not, however, remain in effect for long.

Freight Schedules.

It is in the fast freight and coal business that the Western Maryland enjoys such a fine standing. Schedules are kept rather sharp, chiefly through the elimination of dead time around the terminals. Train WM-1 is out of Port Covington at 11 p. m., arriving Hagerstown at 4:15 a. m. for a 45-minute layover. The time at Knobmount (near Cumberland) is 8 a. m. with departure at 9 a. m. and arrival at Connellsville at 1:30 p. m. WM-3 is not so swift, leaving Port Covington at 2 a. m. and arriving at Hagerstown at 11:30 a. m. There is then a two-hour layover and arrival at Knobmount is at 5:30 p. m. One hour later WM-3 is off to tackle the Alleghenies, arriving at Connellsville at 11 p. m.

Eastbound WM-2 is out of Connellsville at 12:50 a. m., times at Knobmount being 7 a. m. and 8:30 a. m. Hagerstown is reached at 11:30 a. m. and one hour later the train is moving for Lurgan, which is reached at 2:30 p. m. WM-4 is a good deal faster, leaving Connellsville at 7:30 a. m. and arriving at Knobmount in four hours flat. At 12:50 p. m. it is off for Hagerstown, reaching there at 3:30 p. m. Only 15 minutes is allowed for the change of engines and inspection, and Lurgan is reached at 5 p. m. The afternoon train out of Connellsville is WM-6 at 2 p. m. with a four-hour run to Knobmount and then a 90-minute layover. Arrival at Hagerstown is at 11 p. m. There the train is split, with the Port Covington section out at midnight, arriving at 7 a. m., and the Lurgan section out 30 minutes later, arriving at Lurgan in two hours.

On the Lurgan line, connection is afforded with WM-1 and WM-3 at Hagerstown through service on HL-3 (Reading symbols), leaving Lurgan at 10 p. m., arriving at Hagerstown at 11:59 p. m.; and through service on HL-1, out of Lurgan at 10:30 a. m. and into Hagerstown two hours later. Additional service on this line includes trains 94, 96 and 97 (to and from the Baltimore & Ohio at Cherry Run) and Reading symbol trains JL-1, AL-3 and PL-5. An average on this branch over a four-day period during the Summer showed three extra trains northbound and two southbound daily.

Out of Port Covington there is an extra train each night at 12:30 a. m. for Gettysburg, where it arrives at 7 a. m. On the return this train leaves at 8 p. m., arriving at the Port at 3 a. m. On the same branch, YH-1 and HY-2 operate between York and Hagerstown, leaving York at 7 p. m., arriving at Hagerstown at 1:30 a. m., and on the return leaving Hagerstown at 11:30 p. m., arriving at York at 7 a. m. There is an average of one extra train in each direction between Port Covington and Hagerstown. Week day local freight service is maintained between Port Covington and Union Bridge, as well as Union Bridge and Hagerstown.

On the Hagerstown-Cumberland line the four-day average showed local freight service on alternate days (that is, west one day and east the next), and two westbound and two eastbound extra trains daily. In addition, trains 97 west and 94 and 96 east operate between Hagerstown and Cherry Run manned by Baltimore & Ohio crews and power, and there is an average of three west and two eastbound trains extra via this route. Thus with about 18 daily fast freight trains, this is relatively one of the busiest pieces of road on the Western Maryland. The Lurgan line, only half of which is double track, averages about two trains less.

In addition to symbol freights, the new line to Connellsville handles an extra train to and from the mines at Gray about four days a week, and two westbound extras from Cumberland to Connellsville. Similar service is operated eastbound. Out of Bowest (near Connellsville) one daily train is operated to and from Chiefton, with an occasional extra out of Chiefton. It is interesting that on this line helper service is provided by the Baltimore & Ohio instead of by the Western Maryland.

Two freight trains are scheduled from Cumberland to Elkins. On the return there are generally two extra trains operated, the reason for the lack of a schedule presumably

No limiteds here.

Passenger service is not a big issue on the Western Maryland, but cars are modernized and air-conditioned, the scenery splendid. Train No. 6, pulled by Pacific 204, speeds through the forest at Walbrook, near Baltimore, in the upper photo. Engine 201 with train No. 3 takes water at Thurmont (below) before tackling the Blue Ridge grade. A trolley car of the Hagerstown & Frederick Railroad can be seen at the right.

E. L. Thompson.

being that they are primarily coal drags, and move more or less when ready. With the westbound trains consisting almost entirely of empties, a schedule can be set up and maintained to a certain extent.

No attempt has been made to list freight services handled by short turnaround runs, such as in the vicinity of Gettysburg, Hanover, Spruce, Elkins and Durbin. Only the main line freights have been listed.

Motive Power.

The Western Maryland has just received 12 brand new 4-6-6-4 type locomotives from Baldwin and in addition it boasts not only the heaviest Consolidations in the country but the heaviest Decapods as well. Only 23 per cent of the locomotives are equipped with trailer trucks (not including the new 4-6-6-4's).

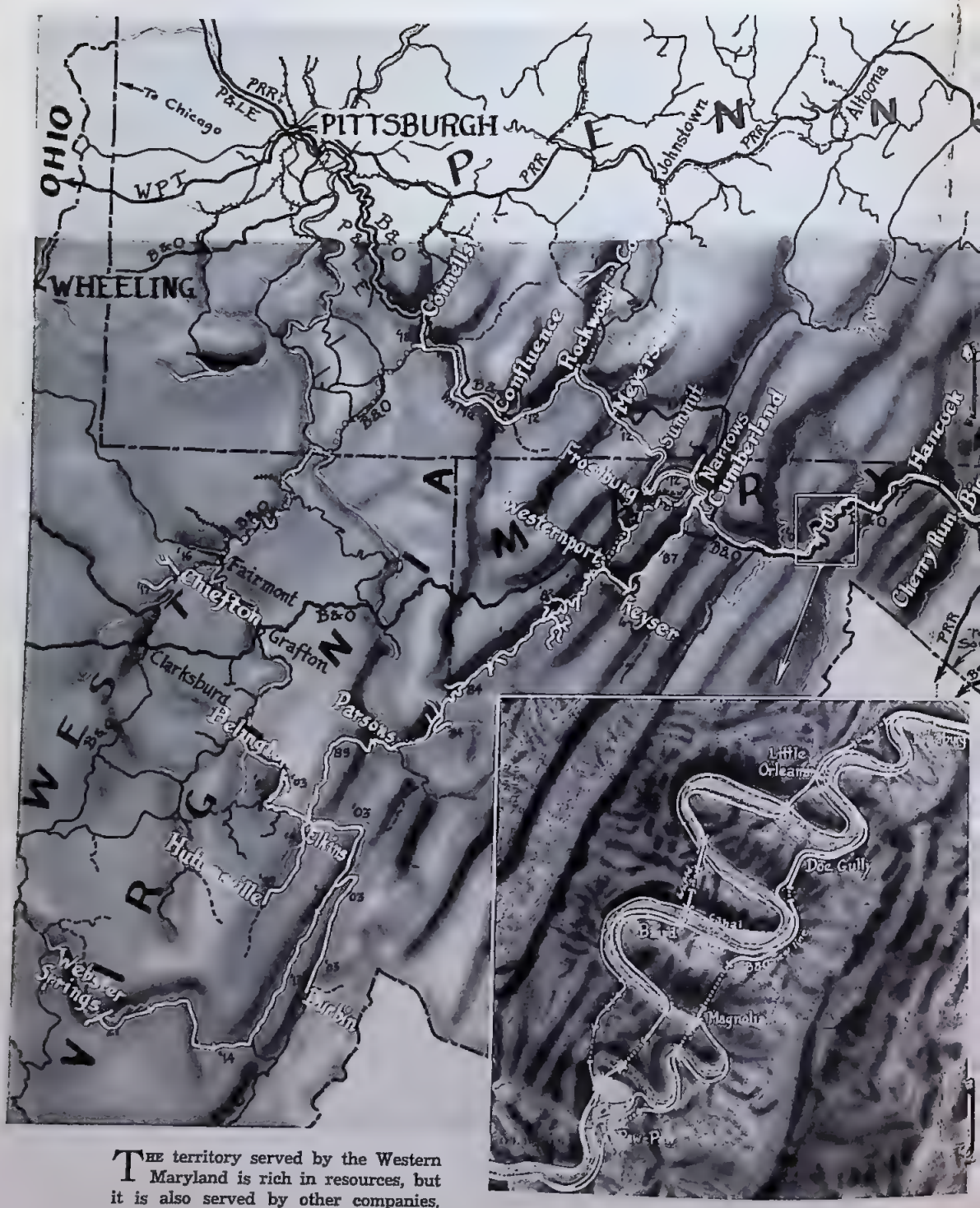
As to the assignment of motive power, K-1 Pacifics are used on the local runs out of Baltimore and on the Elkins line, while K-2's handle the Baltimore-Hagerstown and Baltimore-Cumberland runs. With 19 available passenger locomotives, it can be seen that quite a number of them are not being used in daily service at the present time.

The H-9 and H-9a Consolidation engines are used from Hagerstown to Cumberland, supplementing the regular power, from Hagerstown to Rutherford (near Harrisburg), and from Cumberland to Elkins. The I-2 Decapod engines are used from Hagerstown to Cumberland and from that point to Connellsville, while the L class Mallets are used from Baltimore to Hagerstown, except WM-1 and an eastbound, which use H-9 locomotives. The H-8's (also Consolidations) are used on the Greenbrier, Cheat & Elk branch, while the H-7b engines operate on the Durbin branch. H-7, H-8 and H-9 power is variously used on the outlying mine lines.

It has always been the aim of the Western Maryland to carry the highest percentage of weight on the drivers, and the 78,000 pounds per axle of the I-2 Decapods very clearly demonstrates this. The result, of course, is the maximum pulling power.

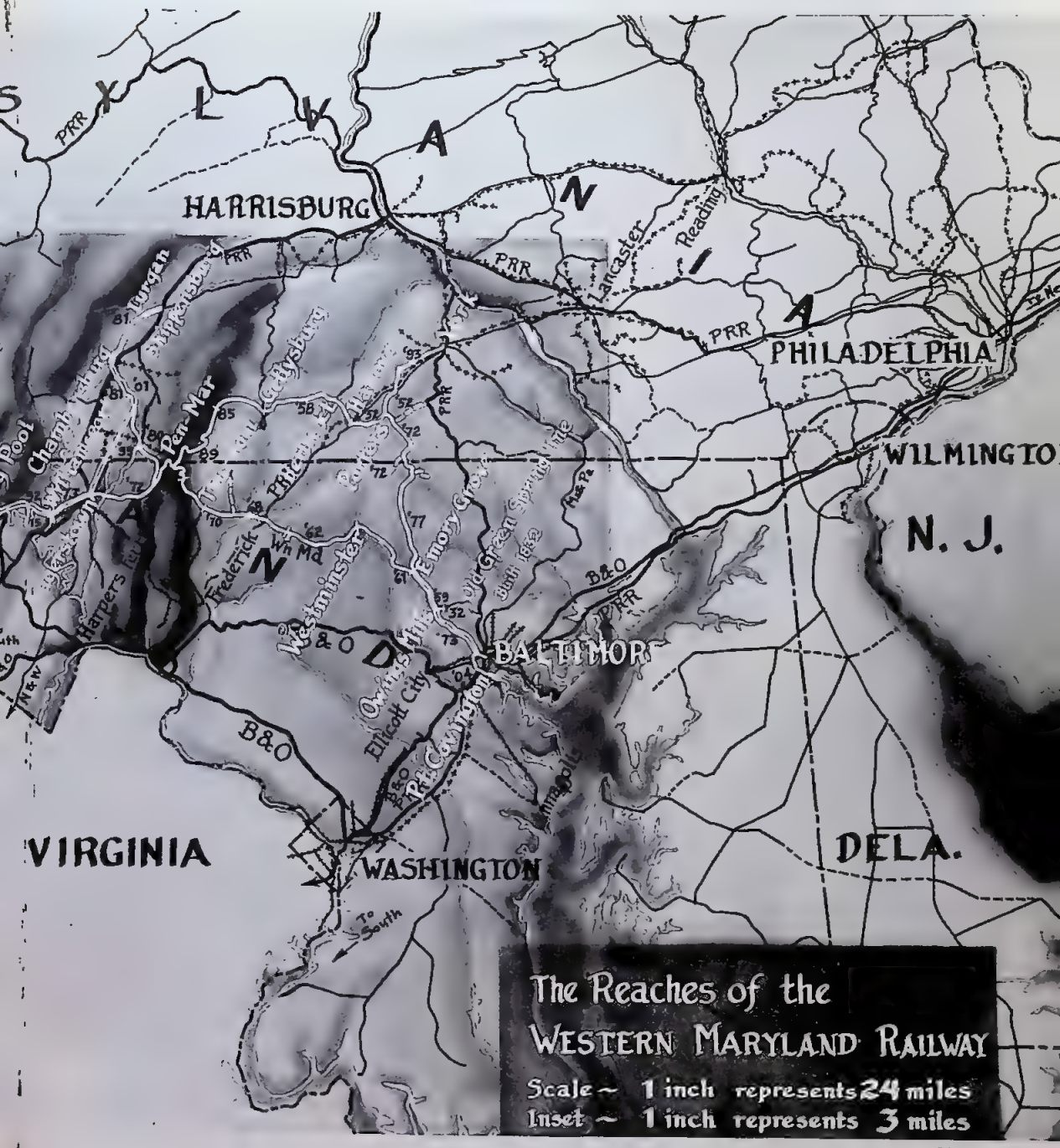
While the big advantage generally accorded a Mikado over a Consolidation is in the larger fire box, it has been possible to get a reasonably good boiler design on the H-9 engines because of using slightly smaller driving wheels than generally used on Mikados. This makes the H-9's particularly suitable for heavy, slow-speed service.

At the time of their construction the H-9's were probably the heaviest Consolidations,



The territory served by the Western Maryland is rich in resources, but it is also served by other companies. Most of the railroad's traffic is coal from the western reaches of the system to the Reading at Lurgan, and from a connection with the B&O at Cherry Run, also to the Reading. To facilitate this commercial movement the WM, after crossing the summit of the Alleghenies, follows the incised meanderings of the Potomac to Williamsport. The main line to Baltimore and the lines to York carry less traffic. They surmount the Blue Ridge summit at Pen-Mar.

Western Maryland tracks are shown in white, other lines in black. Where the WM has trackage rights over the Baltimore & Ohio or the Cumberland & Pennsylvania, a line



Linn H. Westcott

of separated white dots indicates the route. Abandoned track is shown by dashes, and the numbers in black appearing near the WM lines indicate the year of first service on the adjacent portion of the railroad. Lines with crossties are or were interurbans.

The inset shows how the Western Maryland, the Chesapeake & Ohio Canal (abandoned), and two lines of the Baltimore & Ohio make their way along one of the most rugged sections of the Potomac Valley. The original line of the B&O had a tunnel at Doe Gully, now an open cut. This was a traffic bottle neck, removed by construction of the Magnolia Cutoff with four new tunnels. Even the old canal had a tunnel near Paw-Paw. Arrow marks on canal indicate lock sites. This kind of topography was developed by an uplifting of the land, so slowly that the rivers cut their established courses deep into the rock.

Western Maryland handles traffic with 237 locomotives.

Type	Class	Numbers	No. of engs.	Cylinders Diam.	Stroke	Steam press.	Diam. Driver	Weight on Drivers	Total Weight	Tractive power
12-wheel	Shay	4	1	12	15	190	36	156,500	156,500	28,800
16-wheel	Shay	5	1	17	18	200	46	302,400	302,400	52,200
4-6-2	K-1	151-160	10	23	28	200	68	128,500	201,700	37,030
(superheat)	K-2	201-209	9	24	28	200	69	160,500	254,300	39,736
2-8-0	H-3c	348	1	19	26	170	50	118,100	129,600	27,126
	H-3f	351	1	21	26	175	50	125,000	140,000	34,110
Total	H-4	406, 409	2	22	28	180	56	141,600	159,000	37,026
20 engines	H-4a	416	1	22	28	180	56	141,600	159,000	37,026
	H-4b	451-458	6	22	28	190	50	157,600	173,900	43,773
	H-5	506, 509	2	22	28	200	51	163,500	182,700	45,173
	H-5a	501, 507 513, 518	4	22	28	200	51	163,500	182,700	45,173
	H-6	615-616	2	22	30	200	57	182,000	200,000	43,305
	H-6a	626	1	22	30	200	57	182,000	200,000	43,305
2-8-0	H-7a	707-736	19	24	30	200	60	215,000	241,000	48,960
(superheat)	H-7b	750-764	15	25	30	200	60	216,000	243,000	53,125
	H-8	770-789	20	25	30	200	52	217,500	244,500	61,298
Total	H-9	801-840	40	27	32	220	61	287,910	309,910	71,500
104 engines	H-9a	841-850	10	27	32	220	61	287,910	309,910	71,500*
2-8-8-2	L-1	901-910	9	26&40	30	220	52	451,800	506,500	105,600‡
(superheat)	L-1a	911-915	5	26&40	30	220	52	455,600	503,100	105,600‡
24 engines	L-2	916-925	10	26&40	30	220	52	459,900	504,900	105,600‡*
0-6-6-0	M-1	951-952	2	23&35	32	200	55	350,000	350,000	74,124
9 engines	M-1a	953-959	7	23&35	32	200	55	351,700	351,700	74,124
0-6-0	B-2	1003-1005	3	21	26	190	51	140,000	140,000	36,309
Total	B-2a	1006, 1008	2	21	26	190	51	142,300	142,300	36,309
10 engines	B-3	1009-1013	5	21	28	200	51	164,700	164,700	41,160
0-8-0	C-1	1051-1052	2	25	30	200	57	210,700	210,700	55,900
Total	C-1a	1053	1	27	30	200	57	221,000	221,000	65,200
7 engines	C-2	1062-1067	3	22	30	200	57	200,000	200,000	43,305
	C-2a	1073	1	22	30	200	57	200,000	200,000	43,305
2-10-0	I-1	1101-1110	10	25	28	180	52	195,200	219,000	51,500
(superheat)	I-2	1111-1130	20	30	32	240	61	386,800	419,280	96,300
4-6-6-4	M-2	1201-1212	12	22	32	250	69	402,266	602,000	95,500

* Engines 842, 923 and 924 have Bethlehem Auxiliary Locomotives, which add 15,840 pounds tractive power, when operating.
‡ Engines 901-925, tractive power—Compound 105,600; Simple 126,700.

and undoubtedly they still carry this same distinction since very few locomotives of this type are now being built for the larger railroads. They were designed for service on 90-pound rails, 22-degree curves and 3½ per cent grades. They have a factor of adhesion of 4.02 and they carry 22,000 pounds on the leading truck, 73,900, 73,300, 72,000 and 68,710 pounds respectively on the four driving axles, or a total of 287,910 pounds on the drivers. Their tenders carry 23 tons of coal and 15,000 gallons of water, and when fully loaded weigh 285,600 pounds, or a total weight for engine and tender of 595,510 pounds. The fire box is 96¼" x 112", with a heating surface of 3463 square feet. Grate area is 74.9 square feet.

The L class of Mallets uses the simplex system of starting valve, by means of which the rated maximum tractive effort of 105,600 pounds which is developed when working compound can be increased to 126,700 pounds when starting. These engines have a factor of adhesion of 4.28, and can negotiate a 22-degree curve.

By far the most interesting of all Western Maryland engines are the Decapods. Twenty of these giants were delivered by Baldwin in 1927, although the road had previously received 10 much smaller Decapods in 1918, which were originally built for the Russian railroads. The I-2 engines were designed for 16-degree curves and 3½ per cent grades. They carry plain tires on the middle drivers, and in lieu of a pilot they have a specially designed "snow guard" built of steel plate and equipped with foot boards.

The factor of adhesion is 4.02, the same as the H-9's. They carry 32,480 pounds on the leading truck, 76,600, 78,000, 77,200, 77,600 and 77,400 pounds on the five driving axles, or a

Upper, Western Maryland; Lower, Donald W. Furler, 65 Glen Ave., Glen Rock, N. J.

total of 386,800 pounds on the drivers. Their tenders, which carry 30 tons of coal and 22,200 gallons of water, weigh 415,900 pounds, or only 3380 pounds less than the engine. In other words, the two together tip the scales at 835,180 pounds. The fire box is 114″ x 132″, with grate area of 104.5 square feet. The total heating surface is 4553 square feet.

Engines 842, 923 and 924 have Bethlehem auxiliary locomotives, which add 15,480 pounds tractive effort. This makes the H-9a develop 86,340 pounds and the two Mallets 121,400 pounds when operated compound and 142,540 pounds when operated simple.

Clean, neat power.

Western Maryland locomotives are well maintained and attractively painted and striped. The 12 4-6-6-4 Baldwin-built fast freight locomotives of Class M-2 are the pride of the road. They went into service early this year between Hagerstown and Connellsville. The 69″ driving wheels allow them greater speed than the small-drivered Consolidations and Decapods formerly doing the bulk of the road freight service. Maximum tractive effort is 95,500 pounds. The debonair little 154 is one of 19 Pacifics, far more than are needed for the road's present passenger service. It is Class K-1, 23″ x 28″ cylinders, 68″ drivers, 200 pounds steam pressure, giving 37,030 pounds tractive effort.

Courtesy Western Maryland.

Hagerstown from the air.

We look west from Hagerstown with the Western Maryland main line to the top and right. The Norfolk & Western cuts in from the left across built-up territory just below farm lands. Cumberland Valley Railroad (now Pennsylvania) cuts across the left bottom, and Western Maryland shops and roundhouse are between.

Newest of Western Maryland power are the 12 4-6-6-4 locomotives just received from Baldwin, which have a grate area of 118.5 square feet and weigh 602,000 pounds, or with tender 1,018,000 pounds. Their factor of adhesion is 4.24, and through the medium of higher driving wheels, the Western Maryland officials hope to sharpen their freight schedules, since there will be less pounding on the track than is tolerated with the I-2's.

In addition to the Western Maryland engines as enumerated, Reading engines of the Consolidation and Santa Fe classes operate from Rutherford into Hagerstown, being pooled with the Western Maryland power. To and from the west, the Baltimore & Ohio Santa Fe class engines handle trains regularly to and from Hagerstown via Cherry Run. It is possible to see engines of all three railroads at the one common point—Hagerstown.

While on the subject of motive power, it might be interesting to check the record for assignment of helpers on one given day. Out of Hagerstown, there were three on the Blue Ridge grade, three on the Lurgan line and four on Williamsport hill. On Allegheny Mountain three helpers were working out of Knobmount, while the famous Black Fork Hill in the vicinity of Thomas on the Elkins line showed six. Nine helpers worked out of Spruce on the Bergoo line. As mentioned elsewhere, frequently nine helpers work on one train on these two particular grades.

History.

But there is more to this interesting railroad than just its motive power, and therefore nearly 100 years must be rolled back on the calendar to review its quiet beginning.

Terminal at tidewater.

Port Covington is the Western Maryland's end-of-track at tidewater, the shoving-off point for traffic consigned to far parts of the world. The extensive railroad-owned dock, loading, and storage facilities here have been built since 1904, the bulk material loader as late as 1930.

During the 1840's, the citizens in the rural lands between Baltimore and Hagerstown, particularly those of Carroll County, were becoming alarmed over their lack of transportation facilities. Some way was needed to recapture for Carroll County the trade of the Cumberland Valley, which centered in Hagerstown and was being diverted toward Philadelphia. Likewise, for many years the citizens of Baltimore had been anxious to establish communication by rail with the fertile territories surrounding Westminster, Union Bridge and Hagerstown. Undoubtedly the Baltimore & Ohio Railroad would have been located along such a line if the engineers could have found a practical route for crossing South Mountain.

On April 7, 1847, the citizens of Carroll County gathered in the court house at Westminster to study ways and means of building a railroad to their town and through their county. A committee was appointed to communicate with the Baltimore & Susquehanna Railroad, and to urge the necessity of that railroad building to Westminster. But nothing came of this, and it was not until five years later, May 27, 1852, that the Baltimore, Carroll & Frederick Rail Road Company was chartered.

The Baltimore & Susquehanna Railroad, later acquired by the Northern Central (now the Pennsylvania), had completed a line from Baltimore north to what is now Lake Roland, some 10 miles, in 1830. Work was then stopped on the main line and the surplus capital was expended on a branch line to run northwesterly to Westminster, with the ultimate purpose of extending it to the headwaters of the Monocacy River. Nine miles of such a line was built, extending to the vicinity of what is now Owings Mills. This line was opened on May 26, 1832, but nothing further was done until the aforementioned meeting in Westminster.

The charter for the Baltimore, Carroll & Frederick called for building a railroad from the terminus of this Green Spring branch of the B&S to the headwaters of the Monocacy River, presumably Rocky Ridge or Mechanicstown (now known as Emmittsburg Junction and Thurmont respectively). Nearly all of the original subscribers to the stock of the new line were from Carroll County. Before any actual work was done, by special act of the legislature on March 21, 1853, the name

was changed to the Western Maryland Rail Road Company, and authorization was secured to build the road through to Hagerstown.

But the Western Maryland decided it should operate its own line rather than take trackage rights, and so on October 1, 1857, it purchased the Green Spring branch, with the provision that should it later build its own line into Baltimore the Northern Central would have the right to repurchase the line, which eventually happened in July, 1874.

By 1859 the road was opened to Owings Mills and in July, 1861, Westminster was reached. Finally the citizens of Carroll County had their railroad. The town of Union Bridge was reached in 1862, but the Civil War temporarily called a halt to construction work. As it was, the new railroad was subjected to constant embarrassment by threatened raids. Trains had to be run with great caution, and out of the usual time to prevent capture. Locomotives became a problem about this time also, as considerable difficulty was experienced in securing the proper repairing facilities, and the shops of the Northern Central were used. Such an arrangement did not work out too well, since that company was already overburdened with its own business. The first shops of the Western Maryland were accordingly erected at Union Bridge in 1864.

While the Civil War was continuing, surveys were made west from Union Bridge to ascertain the best crossing of South Mountain. But Union Bridge remained the western terminus until January 9, 1871, when Mechanicstown was reached. Construction had meanwhile started eastward over the Blue Ridge Mountains, and the two lines were united on June 6, 1872. The first through train was operated from Baltimore to Hagerstown, just 20 years after the granting of the original charter.

Meanwhile work had gone forward on the east end of the line, and in 1873 the Western Maryland had its own track from Kirk (Green Spring Junction) to Fulton, just outside of Baltimore. Three years later, Hillen Terminal in the heart of Baltimore was completed, and by trackage rights over the Pennsylvania Railroad from Fulton the Western Maryland moved its trains directly to downtown Baltimore.

On the west end, the line had been continued southwesterly from Hagerstown to Williamsport on the Chesapeake & Ohio Canal and the Potomac River. This portion was opened on December 18, 1873.

Donald W. Furler.

Morning local.

No. 6 is the morning local train from Hagerstown to Baltimore. Here it is, engine 204 with two coaches and combine near Chewsville, five miles out from Hagerstown, about 7 one morning.

The following year General John Mifflin Hood took over the management of the Western Maryland and at once undertook the rebuilding of the line. Probably his most important undertaking was the connecting of the Western Maryland tracks with those of the Baltimore & Ohio at Cherry Run, west of Williamsport, in 1892, thus picking up a very profitable soft coal business for the road. It was General Hood who also backed the development of Pen-Mar Park and Blue Mountain House, both atop the Blue Ridge Mountains. The new hotel attracted many prominent Baltimoreans for vacations, and served as impetus for the establishment of a flourishing Summer colony. This, of course, meant good passenger business for the railroad. The hotel was destroyed by fire in 1913.

The Hanover Branch Rail Road Company was incorporated on March 16, 1847, and constructed the line between Hanover and Hanover Junction in 1851-52. This forms the oldest portion of the present Western Mary-

E. L. Thompson.

Extra 1115 off to tackle the Allegheny grade.

Decapod 1115 emerges from the Cumberland Narrows over the same truss bridge as in the photo on page 29. The 23-mile 1.75 per cent grade trims the tonnage rating of Class I-2 heavy Decapods to only 1700, a mere handful beside the 5500 they handle over the Hagerstown-Lurgan line or the 11,000 tons they can roll over the mostly downhill Cumberland-Williamsport sector. See page 28 for specifications.

land system. The Hanover Branch Rail Road was merged with other lines to form the Baltimore & Harrisburg Railway Company in 1886, at which time operation by the Western Maryland was begun under agreement. The Gettysburg Railroad continued the line from Hanover on to Gettysburg, 1857-58. This line is rich in historic interest, for it traverses the historic Gettysburg battlefield and hauled Abraham Lincoln to that point on the occasion of his famous address.

The line of the Western Maryland running from Emory Grove to Highfield, through Hanover and Gettysburg, is the result of consolidations, mergers and purchases of a number of independent predecessor companies.

And so at the turn of the century, the Western Maryland had a line from Baltimore through Hagerstown to Cherry Run, where interchange was made with the Baltimore & Ohio, with a branch out of Hanover Junction through Hanover and Gettysburg, joining the main line at Highfield, east of Hagerstown. This is a long way from the present Western Maryland system, but starting about that time this railroad really began to go places.

The line into Shippensburg via Waynesboro was completed in 1881, but in 1901, with the construction of the Washington & Franklin Railway, a new short cut for through traffic from Cherry Run via Hagerstown was made available. This gave the Western Maryland a northern outlet, for connection was made with the Reading Railroad at Shippensburg, and this is still today a most important link in the inner Middle Atlantic route, in addition to being just about the busiest piece of railroad on the system.

The Gould Plan.

While the original financing of the Western Maryland had come from Westminster and Carroll counties, the city of Baltimore had also been a most important financial aid to the railroad. As a matter of fact, in 1900 it was considered a home institution by Baltimore. And the city was glad to have the railroad lean on it for assistance, for the reason that it enjoyed a freight rate differential over New York and Philadelphia, thus resulting in the advantageous development of both the city and its port.

And now George Gould enters the picture. In 1902 it was announced that the city's interest had been sold to the Fuller syndicate,

which was representing George Gould. The Western Maryland had become a link in a proposed transcontinental system, to extend from the Atlantic to the Pacific. What position did this interesting railroad occupy?

George Gould had succeeded his father in control of the Gould interests during 1901 and immediately set out to get together a great transcontinental system. The base from which he hoped to project his plan was the Wabash, which then extended from Kansas City and Omaha to Detroit and Toledo. His first move was to form a syndicate to acquire control of the Wheeling & Lake Erie, which ran southeasterly from Toledo to Wheeling, with a branch line extending to Zanesville. By itself it was of little value, but Gould was then within 60 miles of Pittsburgh. He planned to connect Pittsburgh with the Wheeling & Lake Erie, but not without support, for he was on excellent terms with Andrew Carnegie (Carnegie Steel Company), who was then having troubles with the Pennsylvania Railroad in the Smoky City vicinity. The new line was to be known as the Wabash Pittsburgh Terminal Railway (now the Pittsburgh & West Virginia).

For his eastern outlet, Gould decided on the Western Maryland, which was sold to his syndicate by the city of Baltimore for $8,751,-370.45. Since there was no physical connection with any other Gould property, his problem was to push the line on to Pittsburgh, or to some junction with the Wheeling & Lake Erie. So he purchased the West Virginia Central & Pittsburgh from the Davis and Elkins families. This line as it then stood ran from Cumberland to Elkins, West Virginia. Then he immediately set out connecting these two lines, to join Big Pool with Cumberland.

Meanwhile another link had been acquired by the Gould interests. This was the Little Kanawha Railroad, which had been chartered to build a line from Parkersburg, West Virginia, on the Ohio River, east to Burnsville, West Virginia, from which point connection was to be made with the Burnsville & Eastern to Belington, near Elkins. Then a connection would have been effected from Parkersburg to the junction with the Wheeling & Lake Erie at Zanesville. This obviously would have been a very roundabout route for traffic from the Great Lakes to Tidewater, and in later years the idea was dropped altogether.

About 25 million dollars had been put into the Gould project by the Summer of 1902, but things were not working out very smoothly. At every turn, Gould was bucked by the Pennsylvania and the New York Central, particularly the former. No doubt the Baltimore & Ohio would have fought stronger had it not been dominated at that time by the Pennsylvania. But it did take one step to balk Gould. L. F. Loree, then president of the B&O, beat Gould to the gun on buying the Fairmont Coal Company as an aid to the plan, and also the Somerset & Clarksburg Coal Company and the important Consolidation Coal Company. In similar ways Gould was blocked at almost every key point.

By July, 1902, Gould was in water far over his head, and was ready for peace. But he had started the Western Maryland on the downfall, with the tremendous expense of the Big Pool-Cumberland extension, and the line finally drifted into receivership on March 5, 1908, emerging therefrom on December 31, 1909, as the Western Maryland *Railway*. Although all plans for a transcontinental road were definitely forgotten, the idea of making the Western Maryland something more than a coal road had gained headway, and under Receiver Bush's management an extension was projected northwesterly from Cumberland to Connellsville, Pennsylvania, where connection would be afforded with the Pittsburgh & Lake Erie. (The P&WV was not completed into Connellsville until 1931.) Following a traffic alliance with the Lake Erie on January 4, 1910, construction was begun and the line was completed August 1, 1912.

Meanwhile, back east, the Western Maryland Tidewater Railroad Company had been incorporated on December 14, 1883, and construction started in 1904. This is the branch which joins the main line with the tidewater at Port Covington.

This about covers the early history of the railroad. The only lines of importance which have been added since 1912 are the Greenbrier, Cheat & Elk, which was acquired in 1927, and a 12-mile line from Bergoo to Webster Springs, in 1929. However, the Western Maryland again leaped into prominence after World War I as various plans for mergers were advanced. The then-famous Ripley report gave the Western Maryland to the Baltimore & Ohio, although the Van Sweringens wanted the road for its coal resources and to

give their proposed system a Baltimore outlet. However, when the Interstate Commerce Commission published its tentative plan in 1921, it allotted the road to system number 1, the New York Central. Through the Pittsburgh & Lake Erie, this would have given that system an outlet to Baltimore.

Since the plan was not acceptable, four-party conferences were held from time to time, and while no agreement was ever reached, the Western Maryland was at all times classed as a portion of the Baltimore & Ohio system. In April, 1925, L. F. Loree (the same man who was president of the B&O back in 1902) came forward with a mammoth plan using his Delaware & Hudson Railroad as the background for the fifth system. The line was to embrace such railroads as the Lehigh Valley, the Lackawanna, the Buffalo, Rochester & Pittsburgh, the Wabash (east of the Mississippi River), the Wheeling & Lake Erie, the Pittsburgh & West Virginia, the Virginian, the Bessemer & Lake Erie, the Detroit, Toledo & Ironton and the Western Maryland. In short, Loree wanted to clean up about every loose railroad in the east, and some that weren't so loose.

At about this same time, or immediately prior thereto, the New York Central, the Nickel Plate and Baltimore & Ohio purchased control of the Wheeling & Lake Erie. Whether they knew what Loree was endeavoring to promote, or whether they were merely anticipating that sooner or later someone would try to group the former Gould lines, is problematical. As long as the Wheeling & Lake Erie, Western Maryland, and Wabash were in independent hands, there seemed little possibility of such a grouping. The Rockefeller interests controlled the first two named roads, and they were certainly not likely to group them. But they might sell, and sell they finally did, although not to Loree's interests. They did not want to dispose of one without the other, and since the Nickel Plate and New York Central did not then particularly want the Western Maryland, the Baltimore & Ohio purchased that stock. Together with later purchases through other sources and on the market, the Baltimore & Ohio acquired a total of 43.1 per cent of the Western Maryland.

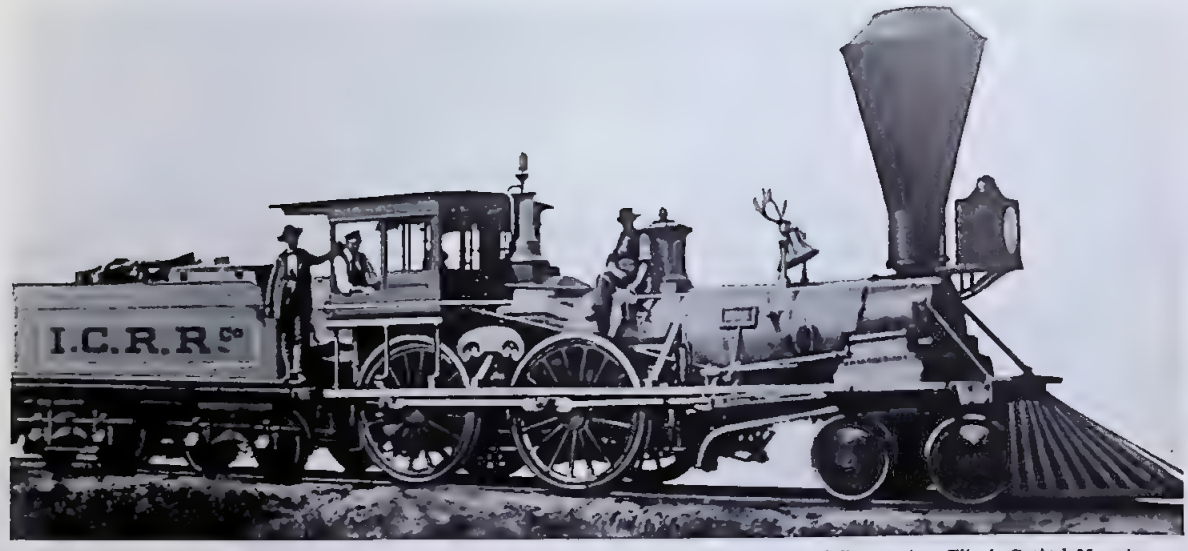
On July 1, 1928, a complaint was issued by the Interstate Commerce Commission charging the Baltimore & Ohio with violation of the Clayton Act in its purchases of Western Maryland stock. On January 13, 1930, it was ordered to divest itself of the stock by June 13, 1930, but this was later extended to January 13, 1932. On March 30, 1932, the Interstate Commerce Commission gave its approval to the placement of Baltimore & Ohio holdings in trust with the Chase National Bank of New York. Under the agreement, the right to vote the shares is vested in a trustee, and there is reserved the right for the Baltimore & Ohio to sell all or any part of the stock at any time. Also, if the Baltimore & Ohio is authorized to acquire the Western Maryland by leases or otherwise in connection with any merger plans, the trust shall terminate.

While the complaint hearings were going on, the Pittsburgh & West Virginia, on November 25, 1929, offered to purchase the Western Maryland, although its Connellsville extension at that time had not been completed, and it had no physical connection. All efforts for acquisition on the part of the Pittsburgh & West Virginia were dismissed in September, 1933.

There is much more which could be written of this interesting railroad. For instance, no mention has been made of the gorgeous scenery, or of the proportion of interchange at Connellsville between the two connecting lines, or of the fact that it handles around 17 million tons of freight annually to and from all parts of the world. But at least here you have a background for further study of an unusually interesting system.

Canadian Broad Gauge

During the 1850's approximately 40 locomotives were constructed in England for use on a broad (5′-6″) gauge system in Canada, according to *The Locomotive* (London). This was the great Western Ry. of Canada, comprising some 800 miles of line, opened in 1853. The use of broad gauge seems to have been dictated partly, at least, by considerations of defense, military authorities fearing that the use of standard gauge might facilitate an invasion of Canada from the United States. The difference in gauge proved such a handicap to through working with United States railroads, however, that conversion to 4′-8½″ gauge was begun in 1867 and completed in 1873, mixed gauge being used on certain sections during the intervening years.



Collection of C. B. Medin; courtesy Illinois Central Magazine.

Illinois Central's first-born with driver, fireman and brakeman.

No. 1 was the infant Illinois Central Railroad's first locomotive, built in 1853 by Rogers, Ketcham & Grosvenor, Paterson, New Jersey. This 4-4-0 engine was a wood-burner, with 60" drivers and 140-pound boiler pressure; its inclined cylinders measured 13½" x 22"; its tractive effort was 7952 pounds. The 4-4-0 wheel arrangement, used for a generation on American railroads almost to the exclusion of any other, naturally became known as the American type. Notice the antlers on top of the locomotive's bell.

Burning of coal was a daring experiment.

No. 31, built in 1856 at Paterson, shows notable advancements over No. 1, with horizontal cylinders 14½" x 22", unusually large (66") drivers, and a tractive power of 8339 pounds. This photograph, taken in 1862 on Chicago's lake front, shows the engine as rebuilt to burn coal. This was regarded as a daring experiment. Notice the early type of straight smoke stack and the two steam domes, one ahead of the cab and another above the number plate. The brasswork was the pride of the crew and was kept well polished.

Collection of C. B. Medin; courtesy Illinois Central Magazine.

Illinois Central Portfolio

★ Eight old engines and a touch of the flavor of modern power from a great North-South route.

In the early days, officials of railroads had dreams of the extent and future importance of their grass-grown streaks of rust, dreams often far surpassing the actualities that came to be. But these same gentlemen often did not, perhaps could not, foresee the value of good records, photographs, and diagrams which should have been made and protected for future historians and railroad connoisseurs. Actually, the files of most railroad companies have little, if any, complete information as to their beginnings and early life. Dates are unknown, photos few, and plans of track and early locomotives in very bad condition.

For this reason it is a rare thing to see the forerunners of our modern steam locomotives lined up side by side for comparison and study. These fine old-timers are displayed upon our pages through the courtesy of the Illinois Central Railroad, whose collection of data and historic railroadiana has been preserved for just such purposes as to grace the pages of Trains. As you study each engine look beyond it in your imagination to the scene that was the background of American railroading. See the boilers jerking and swinging over hills, into vales with streams and rustic lattice bridges. Hear the whistles shrill at the bend as the country depot comes into view, with children climbing the fence and dogs barking; sniff the smell of smudgy smoke as a lazy Summer breeze wafts it to your nostrils.

Pride of the fifties: derby, oil spout and meerschaum.

No. 83, another characteristic 4-4-0 (or American) type, was built in 1856 by Rogers, Ketcham & Grosvenor at Paterson. The boiler pressure was 140 pounds, cylinders 16" x 22", and driving wheels 54". The smaller driving wheels increased the tractive effort to 12,411 pounds, nearly 50 per cent above that of No. 31. This trend toward greater power to haul heavier trains was in early evidence on the IC, an important feeder to Chicago.

Collection of C. B. Medin; courtesy Illinois Central Magazine.

Collection of C. B. Medin; courtesy Illinois Central Magazine.

Collection of C. B. Medin; courtesy Illinois Central Magazine.

Steam marches onward.

No. 391, a 2-6-0 (or Mogul) type was built by the Brooks Works in 1888 to develop a sharply higher tractive effort (17,547 pounds) than previous engines of the 4-4-0 type. It marked the beginning of specialized wheel arrangements and the definite abandonment of the all-purpose type of engine previously considered adequate. No. 391 had 56½" wheels, cylinders 18" x 24", and a boiler pressure of 150 pounds. The 2-8-0 type was the work horse of the railroad at the end of the nineteenth century. It was introduced during the most amazing period of industrial expansion in United States history and was called the Consolidation type to signalize several large mergers in the railway field. No. 615 was built

Collection of C. B. Medin; courtesy Illinois Central Magazine.

Courtesy Illinois Central.

by Rogers in November, 1893, and had 56½" drivers and a steam pressure of 165 pounds. Cylinders measured 21" x 24", and tractive effort was 26,272 pounds. It was sold in 1921 for use in Mexico. No. 2025 was a fine example of the 4-6-0 (Ten-Wheeler) type that pulled the heavier passenger trains at the turn of the century, at the time the Illinois Central installed its famous Chicago-St. Louis flyers, *The Daylight* and *The Diamond*. Built by Baldwin in 1900, No. 2025 had 69" drivers and 180-pound boiler pressure; its cylinders were 19½" x 26", and its tractive effort was 21,922 pounds. Six engines of this class are still in service on light runs. Engines like No. 555 are still found in branch line freight service on the Central. This is also a Mogul, built by Brooks in 1900 with 56½" drivers and 20" x 28" cylinders. Steam pressure is 200 pounds, tractive effort 30,222 pounds. Compare it with the earlier Mogul, No. 391, and you will see that the trend to larger motive power was in evidence even as far back as the turn of the century.

Collection of C. B. Medin; courtesy Illinois Central Magazine.

"Casey Jones, with the throttle in his hand. . . ."

This is the only known picture of John Luther ("Casey") Jones, Illinois Central engineer made famous in song and story, in the cab of his locomotive. It was taken at Hunter's Cut, Mississippi, in 1898, while "Casey" was handling No. 638, a 2-8-0 standard design of that day, on a freight run on the old main line of the Illinois Central out of Jackson, Tennessee.

Homeward on a frosty morning.

Illinois Central's eight miles of eight-track elevated right of way into Chicago is to be envied by any railroad. There is also some 10-track line. The engine highballing the crack *Panama Limited* is No. 2425, a Mountain (4-8-2) type with 28" x 28" cylinders working on 230 pounds steam pressure. Drivers are 73½", and the tractive effort of the engine is 58,388 pounds.

F. T. Richardson, 1634 E. 53rd St., Chicago, Ill.

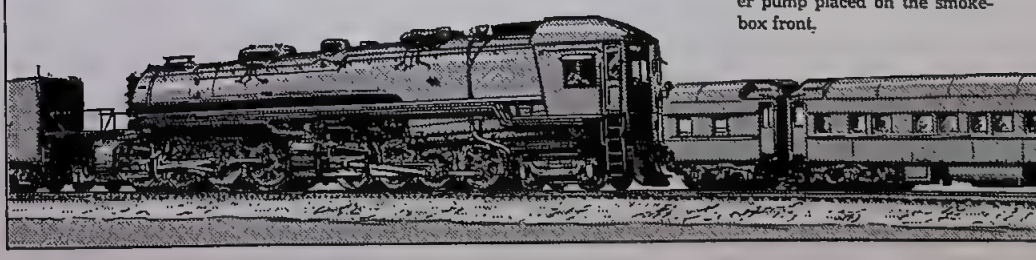
SP Cab-in-Front

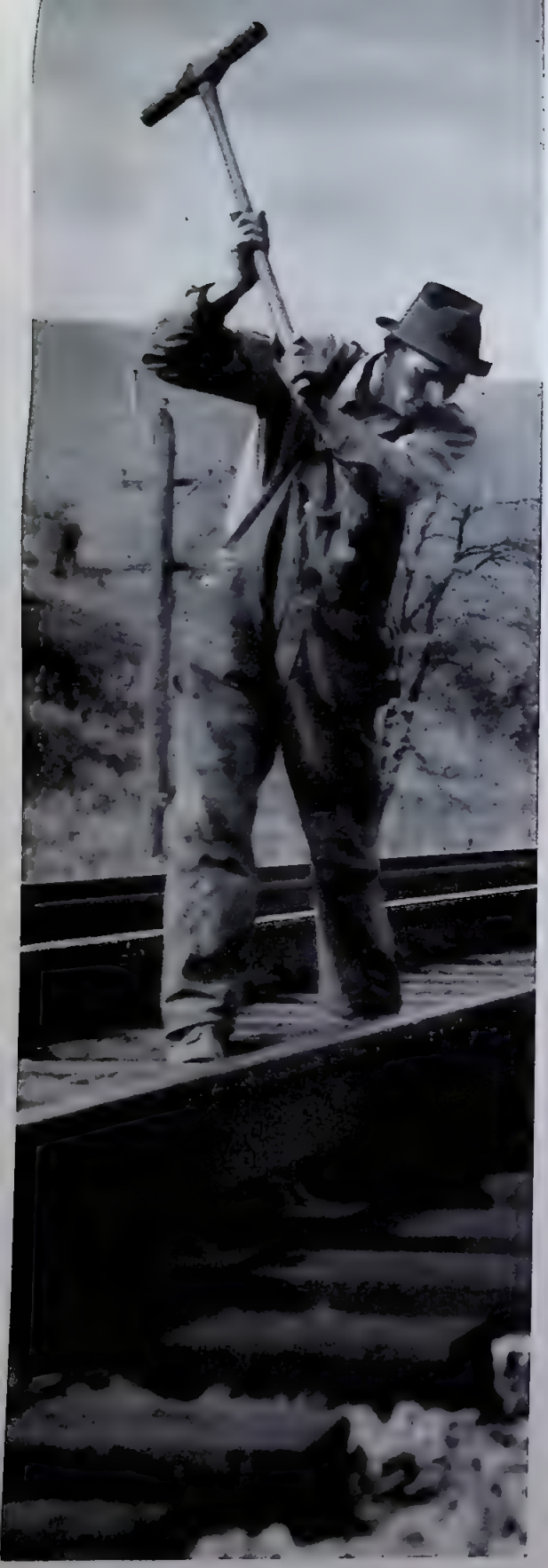
Blasting exhaust throws a sienna tint high above the trailing consist as the Baldwin-built behemoth shudders up the well maintained hot iron. Lolling comfortably in his cab seat, a fireman leans out of the window and leisurely snares an order hoop from the waiting telegrapher who is standing alongside. Hot flanges protest mildly to the slight upgrade curve, followed by the ever present familiar sounds that identify a freight train. This is railroading in its highest order — an articulated plus loaded merchandise cars plus a man sized grade, a sight never to be sidetracked from a railroad enthusiast's memory.

These articulated cab-forward engines are of the single expansion type. Following are specifications of Class AC-7, numbers 4151 to 4176:

Drivers	63"
Cylinders	24" x 32"
Boiler pressure	250 lbs.
Tractive force	124,300 lbs.
Weight of engine	639,800 lbs.

There were 77 locomotives of the cab-forward type built on five orders from 1928 to 1937. The first two groups have the same basic design as the rest, although the boiler pressure is 235 pounds as compared to the 250 pounds of the later locomotives. Another change is a one-piece cast steel bed, with integral cylinders for each unit, instead of being built up. The newer 4-8-8-2's have all air pumps and the feedwater heater pump placed on the smokebox front.



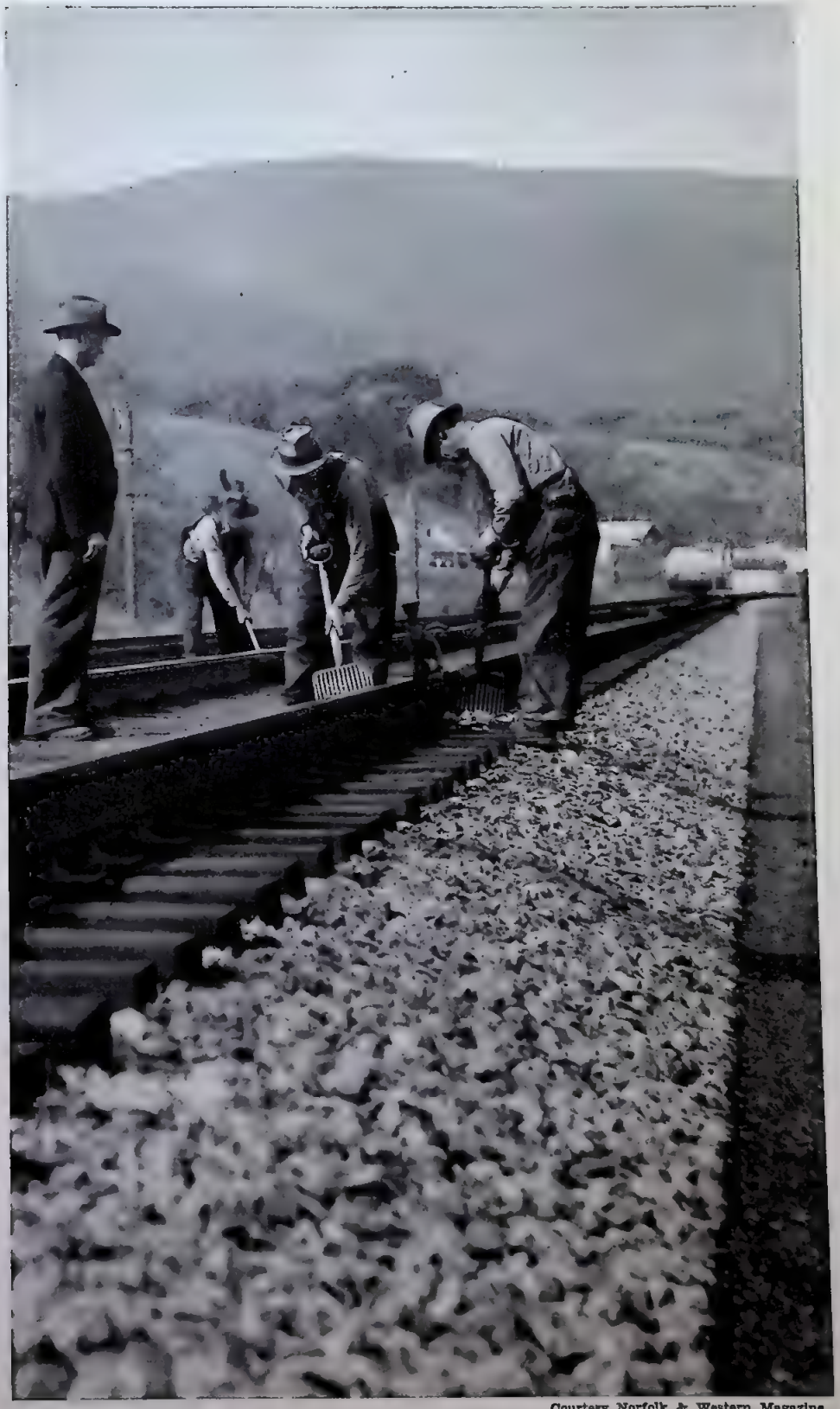


Norfolk & Western's Spring Cleaning

WITH the beginning of Spring, when the ground thaws out, comes the revival of the railroads' never-ending program of track and roadbed maintenance to keep the line mechanically efficient. These men are adding finishing touches to the already trim main line of the Norfolk & Western in the Blue Ridge Mountains.

Why must track be kept so neat and mechanically efficient?

In the case of the N&W, a vast tonnage of coal must be hauled each year to industries and homes all over the country. This means long strings of cars, big motive power, heavy rails, and a good roadbed to support them. No second-rate track could stand up under the strain of a constant stream of heavy locomotives; no highway could be built to handle this tonnage efficiently or as quickly; this type of privately maintained main line is as essential to our present-day ways of living as are the every-day items of food and shelter. Spring cleaning is one item in the important program of keeping a railroad efficiently useful.



Courtesy Norfolk & Western Magazine.

Metro-Goldwyn-Mayer.

Metro-Goldwyn-Mayer.

"It's too bad the WPA doesn't put a bridge in here"...

Comments Groucho Marx while brother Harpo plays link and pin. Chico steers the second section just in case something goes wrong. On real railroad locations, safety requirements insist on non-historic items like the Janney automatic couplers on these cars. Railfans search eagerly for such anachronisms.

Groucho, Harpo & Rio Chico RR.

★ A reel railway in which the Marx Brothers take over the Sierra RR.

One of the season's railroad-featuring movies is Metro-Goldwyn-Mayer's *Go West,* featuring the Marx Brothers and backed up by John Carroll and Diana Lewis for the tender moments. The mad Marxes play an important part in bringing together the railroads from the East and the West.

Scenes from the motion picture are shown on these pages. Upper left: Casey Marx with hand on throttle, eye on trouble ahead. Look hard and you'll see Harpo hiding in the cab behind Groucho. Left center: racing over the top of the New York & Western's string of matchwood. Most of the scenes were photographed on the much-moviefied Sierra Railroad in California. The sets were at Chinese Junction near Jamestown. Lower left: the entire leading cast. Groucho basking in the breeze, Harpo horrified.

The Sierra Railroad runs from Oakdale, in the San Joaquin Valley, to Tuolumne in the Mother Lode mining belt. The Hetch-Hetchy Railroad, used to build San Francisco's water projects, was a feeder into the Sierra line.

Courtesy Burlington Route.

A Burlington train speeds northward.

Besides the nearly 18,000 regular passenger trains operating in the United States, our railroads handle a great number of specials including football trains, ski trains, railroad and camera excursions, convention trains, and college specials. No other transportation facility is so well equipped to handle these mass movements at irregular intervals. This train is a Chicago, Burlington & Quincy football special which ran from St. Joseph, Mo., to Lincoln, Neb., last Fall. The Electro-Motive unit is hauling 20 cars along the Missouri River. Recently added to the list of specials have been the many army troop trains taking multitudes of draftees to camps far from home.

Courtesy Swiss Federal Railroad

Electrified railroads of Switzerland.

Perhaps the most spectacular railroads in Europe are those of Switzerland. Like our Colorado lines, they twist and turn into valleys, climb over mountain tops, and tunnel great distances through the rock. Directly below you in this picture is the north portal of the St. Gotthard Tunnel. Here the electrified railroad is 3640 feet above sea level. For length, the 9¼-mile St. Gotthard is surpassed by the Simplon Tunnel, farther west in the same mountains, which is 12 miles in length. Both tunnels are a connection with Italy. At the lower left of the picture is the engine house of the small electrified narrow gauge railroad which connects Andermatt, a town directly above the tunnel, with Goschenen, shown here. At the extreme right is the freight interchange between the two lines. The standard gauge road must switch into the tunnel to get to this freight yard. Switzerland is fast electrifying all its railroads.

Letters

★ Cripple Creek not ghost town; railfan wants more routes.

Not a Ghost Town.

I READ with great interest "Now and Then—Cripple Creek Short Line" in the February issue. My first railroad experience was as a fireman on this line back in 1918, when only a kid of 17 years. My father helped build the line, had been a conductor, and at that time was superintendent; that's how I got employment as a fireman at that age. I am now an engineer on the former competitive line, the Midland Terminal into Cripple Creek.

Cripple Creek is positively not nor anywhere near a ghost town as you state. Before the rise in the price of gold it did look bad, but now, and for the past seven years, a greater tonnage of gold (*not* silver, as you state in your article) is being shipped than ever before. Tonnage on the five-engine train which you mention—and on which I am an engineer—is between 2600 and 3600 a day. All ore is treated in Colorado Springs.

A seven-mile tunnel is being built in the Cripple Creek district to drain the lower levels of some of the most outstanding mines in history. This tunnel is now in over five miles and some of the mines are draining down to 2500 feet. Good values of gold ore have been found down to 3200 feet, and no one knows how much deeper it goes.

While the Midland Terminal road is not so picturesque as the old Short Line, it is a trip that anyone interested in railroads should take. It is a few miles longer than the Short Line, with less heavy grade (4 per cent). Our small 2-8-0 engines, built before 1900, still haul heavy trains over the mountain—five engines for 1100 tons up grade and one engine for 3600 tons down grade.

When Teddy Roosevelt, then President of the United States, made a trip in his special train over the Short Line years ago, he described it as "a trip that bankrupts the English language"—through tunnels, over bridges from which you could peer down at many places more than 1500 feet, through a national game refuge where deer and other wildlife abound, where the longest piece of straight track was less than a mile and where curves sometimes exceeded 20 degrees. The Short Line was built at a cost of more than $100,000 a mile.

F. W. Cummings.
1820 W. Bijou St., Colorado Springs, Colo.

Linn H. Westcott.

There's still gold in these hills.

Engineer F. W. Cummings, who rises to the defense of Cripple Creek in the accompanying letter, runs an engine on an ore train of the Midland Terminal (left). Below, left, is a scene on the old Short Line, where Mr. Cummings fired an engine at the age of 17. At the right is Cripple Creek, which has staged a comeback since the price of gold was raised.

L. C. McClure, 2128 Glenarm Pl., Denver, Colo.

Linn H. Westcott.

Wants More Alternate Routes.

FEW things are dearer to the railfan's heart than the privilege of returning home a different way than he went, without losing several dollars by not buying roundtrip tickets. There are far too few alternate routes allowed.

To be sure, a railroad cannot be run with fan revenue. However, the businessman can stop over in more towns if he has an alternate route home, and vacationists can see more of the country if they are not forced by a considerable saving to come home the same way they went.

Western roads are more generous than Eastern roads in this respect. Perhaps the Eastern roads feel that there is danger of abuse of optional route privileges. Occasionally, it is true, a ticket may be given or sold; but organized ticket exchanges, such as used to line depot streets, are a thing of the past.

The roads would lose little, and gain many passengers who now drive or take buses (and the bus lines are more generous, by the way, in this respect).

William C. Kessel.

92 East Depew Ave., Buffalo, N. Y.

Favors Passenger Trains.

I HAVE just finished reading your fine magazine—the March issue—and I have only one thing to say: Too many locomotives! I am in favor of more passenger car and passenger train pictures. Here's hoping!

Richard T. Weiss.

133 Stratford Ave., Garden City, N. Y.

Sacramento Northern Roster.

IT WAS only after we had been swamped with requests for the September-October, 1940, issue of the *Western Railroader* that I became aware of the great distribution of TRAINS. We were not prepared for any such volume of requests, and the supply was soon exhausted.

You may announce, if you wish, that as soon as the final disposal of older cars is decided we will print a revised roster of equipment as a part of our 1941 publishing schedule.

Francis Guido.

Editor, *Western Railroader*,
502 N. Claremont St., San Mateo, Calif.

More on the SN.

YOUR Sacramento Northern article [March] was fine, but I have one addition: The Oakland, Antioch & Eastern once proposed a line (electric, of course) to Grass Valley from Marysville, and 10 miles of way was graded. No more work was ever done on this branch, although I believe the Southern Pacific Lines now use its very beginning for an industrial spur.

Jim Morley.

2635 Etna St., Berkeley, Calif.

Canadian Signs.

LAST Summer, in touring the province of Quebec, Canada, I noticed that all highway and railroad signs read in both English and French, due to the fact that the French language still prevails among the majority of the population. Enclosed is a photo of a crossing sign as food for thought.

Dr. W. N. Delenk.

Fenn College, Cleveland, O.

American Hotels Corporation

Next door to Times Square!

Comfortable rooms with bath. SINGLE from $2; DOUBLE from $3. 3 persons from $4; 4 persons from $5. Three air-conditioned restaurants and bar.

For folder write H.H.Hoghn, Mgr.

HOTEL BRYANT

Broadway at 54th Street, New York

The Month

★ *Hiawatha* to use Diesels; Truck-rail service boosts l.c.l.

★ For years the Milwaukee Road *Hiawatha*, second most profitable train in the country (first, SP's *Daylight*), has been the standard bearer for steam operation in high speed service. The 4-4-2 Class A and 4-6-4 Class F-7 streamliners have piled up enviable records of smooth, fast, and on-time operation. They have exceeded 120 miles per hour, held records for schedule speed, and made exceptional point-to-point runs when making up lost time. The public has liked the rip-snorting steamers. Now come Diesels. Two 4000-horsepower units are being ordered for new *Hiawatha* trains. C. H. Bilty, mechanical engineer of the road, explains that there is no question of the speed capabilities of the steam locomotives, but that Diesels are being ordered simply because they can be turned at terminals in very short order and thus handle a round trip between Chicago and Minneapolis every day.

★ A precedent-making decision of the I. C. C., permitting the Kansas City Southern to use trucks for less than carload service even if the freight does not move part of the way by rail, opens the way for more efficient coordination of rail and highway service, with trucks performing the short haul and railroads the long haul service. The Dominion Atlantic, a Canadian Pacific subsidiary in Nova Scotia and so unhampered by I. C. C. restrictions, eliminated its way freights some years ago and has been performing local freight service and pick-up and delivery by truck from selected railroad stations. Less than carload and merchandise traffic have shown exceptional increases because the railroad is now free to handle this type of freight by the most efficient and fastest method, whether all-rail, all truck, or combination.

★ Fifteen years ago every railroad into metropolitan areas handled a substantial milk traffic. Now much of this traffic has been lost to trucks. But the New York Central shows it is not irretrievably lost. The NYC has successfully regained bulk milk shipments by rate reductions and service improvements, including the use of demountable milk tanks.

★ The *James Whitcomb Riley* on the Big Four is the first Chicago-Cincinnati streamliner. It starts daily round trips April 28 with seven Budd-built cars pulled by a streamlined Pacific.

★ One of the largest steam locomotive orders in years was placed by Southern Pacific. Lima will build 10 more *Daylight* type 4-8-4's and Baldwin will build 40 4-8-8-2 cab-forward articulateds. The N&W is building six 2-8-8-2 articulated locomotives.

★ Send notices of fan trips before the first of the month preceding date of issue or they cannot be included in TRAINS.

Fan Trips: April 27, over main line, Bergen Cutoff, Graham Line, Wyoming and Jefferson divisions of the Erie, leaving Jersey City terminal 8:45 a. m.

May 4, from Los Angeles, Calif., over the Santa Fe Kite Route, leaving Union Terminal 8:30 a. m. A request repeat of 1938 tour. Details from Railroad Boosters, Room 518, Pacific Electric Building, Los Angeles.

May 4, over Sierra Railroad and via Southern Pacific from San Francisco, leaving approximately 7 a. m. Fare, $4.35. Sponsored by California-Nevada Railroad Historical Society. Information from Grahame Hardy, 4557 Park Boulevard, Oakland.

May 18, over Reading (Pa.) street railway leaving Reading Company's outer depot 10:30 a. m. Sponsored by Reading Chapter, National Railway Historical Society. Fare, $1. Information, Paul Steckline, 109 South 10th Street, Reading.

May 18, over Hagerstown & Frederick Railway [see page 25]. Fare, $2. Sponsored by North Jersey Chapter of National Railway Historical Society. Details from H. E. Johnson, 1228 West Fourth Street, Plainfield, N. J.

May 25, over Lehigh Valley, Lackawanna & Wyoming Valley (Laurel Line), and New York, Ontario & Western. Sponsored by New York Division, Railroad Enthusiasts, Inc. Fare, 50 cents. Reservations from E. A. Hansen, Box 63, Packanack Lake, N. J.

May 29-30-31, June 1, over Wabash to Decatur, Ill., St. Louis, Chicago, leaving Detroit 8:30 p. m. Sponsored by Michigan Railroad Club. Fare, $14.90. Details from George Kuschel, 4050 Joe Street, Detriot.

May 30-31, June 1, over interurban lines in eastern Iowa. Sponsored by Central Electric Railfans' Association. Further information and schedules from the association office, 1240 Edison Building, Chicago.

June 14-15, from San Francisco over Northwestern Pacific and California Western Railroad & Navigation Company to Fort Bragg in the redwood country. Tentatively, leave Ferry Building June 14 at 12 noon. Details from Northern California Railroad Club, P. O. Box 47, Mill Valley, Calif.

June 15, from Los Angeles over the Pacific Electric's Orange Empire trip, discontinued for regular service in 1932. Leave 9 a. m. For details inquire of Railroad Boosters, Room 518, Pacific Electric Building, Los Angeles.

★ Employees of the Rutland have accepted a 5 per cent pay cut and are otherwise cooperating to keep the road operating, an excellent example of employer-employee cooperation in order to save the necks of both.

★ *Back Cover:* Northern Pacific way freight extra 1902 crosses Boulder River Bridge near Big Timber under the clear blue skies of Montana. The engine is Mikado 1902, Class W-2, 25″ x 30″ cylinders, 63″ drivers, 200 pounds steam pressure, 50,600 pounds tractive effort, built by Brooks 1904-05. Photographer W. R. McGee is a Northern Pacific brakeman.

Travel the Trails They Blazed

FOR those who hold its future in their hands, the story of their country's past should live and breathe. History is what real people did, in real places, to make possible the freedom, the happiness and prosperity which we enjoy today. The places are still there, and many of them are not far away. You and your children can visit them. Not "some day" but now —this summer.

Just a few delightful hours on a swift, comfortable, safe train and you too can be standing where the great of history stood before. In the very rooms where they lived. On fields where they died to give us the freedom we have never cherished more highly than we do today.

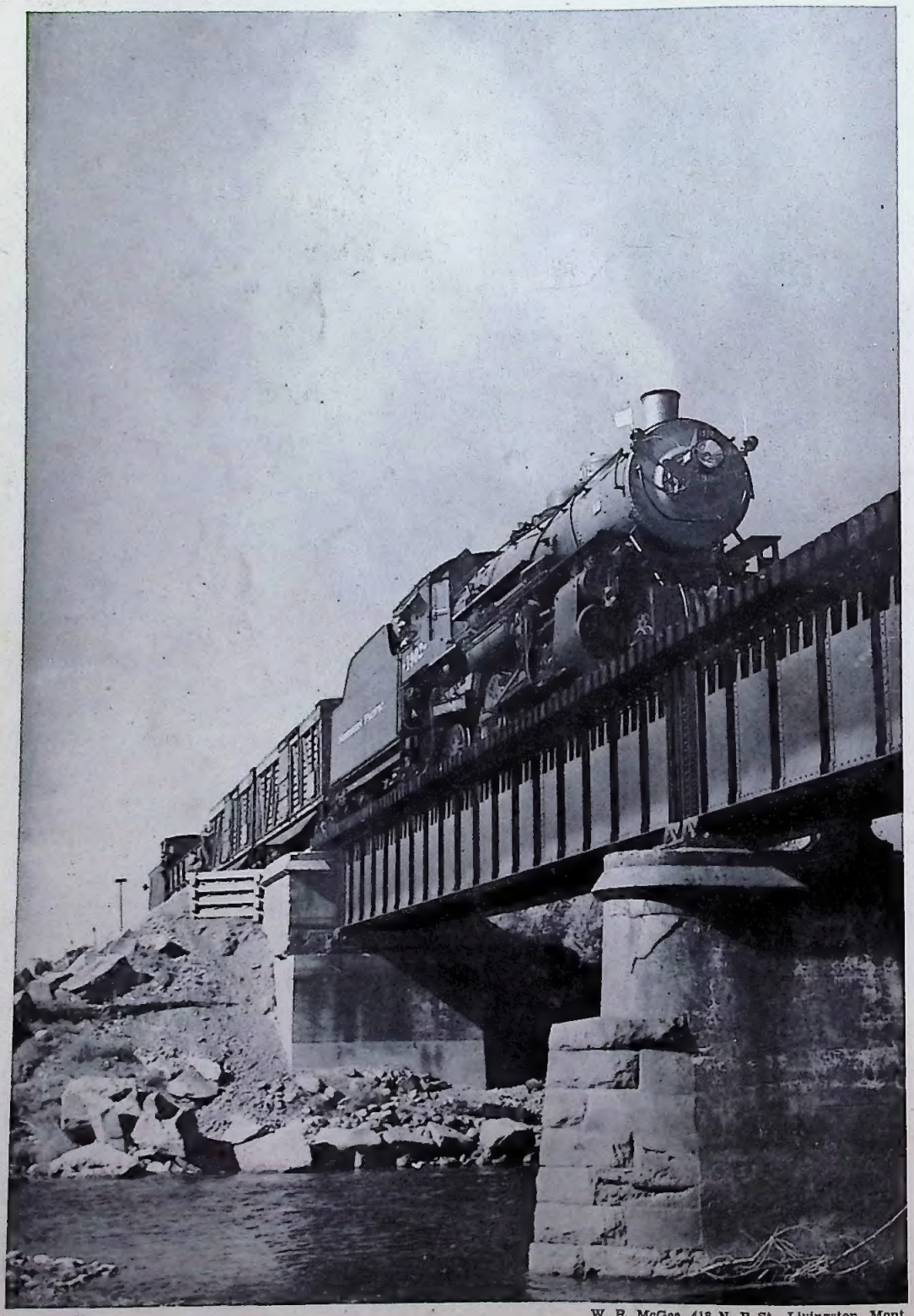
Now is the time to visit the places you've always wanted to see. And you can cover so much more ground, see so much more, save time and energy for sightseeing, if you go by rail.

"See America" for $90

Start from any place in the United States. Circle from the Atlantic to the Pacific, from North to South—with liberal stopovers for sightseeing—and back to where you started. All for $90 railroad fare in coaches, $135 if you go Pullman (plus $45 for one or two passengers in a lower berth).

SEE YOUR LOCAL TICKET AGENT

ASSOCIATION OF AMERICAN RAILROADS WASHINGTON, D. C.



See page 50.

W. R. McGee, 418 N. B St., Livingston, Mont.